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Wilmington and Weldon R.R. co.
Annual reports

1860

Annual Reports of the Pres. and Directors
Wm. & Weldon R.R. Co.



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W. H. Lister
Editor
Rocky Mount
ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

OF THE

Wilmington & Weldon R. R. Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

NOVEMBER 8TH, 1860.

WILMINGTON, N. C.:

FULTON & PRICE, STEAM POWER PRESS PRINTERS.

1860.

ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

With compliments of

Chief Eng. & Superintendent.

Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

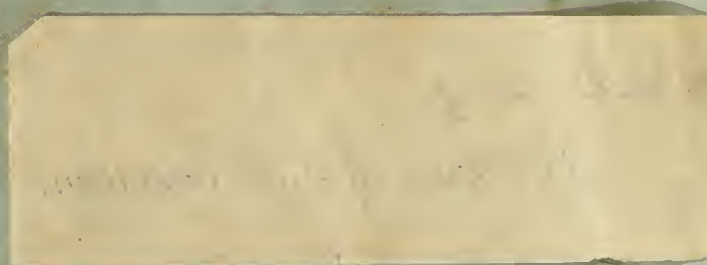
NOVEMBER 8TH, 1860.

WILMINGTON, N. C.:

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17261



ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

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OFFICERS FOR 1860--'61.

ADMINISTRATIVE OFFICERS.

PRESIDENT :

Hon. WM. S. ASHE.

BOARD OF DIRECTORS.

ON THE PART OF INDIVIDUAL STOCKHOLDERS :

P. K. DICKINSON,
A. J. DEROSSET,
J. D. BELLAMY,

	E. P. HALL,
	GILBERT POTTER,
	W. C. BETTENCOURT,
W. W. PEIRCE.	

ON THE PART OF THE STATE :

WM. A. WRIGHT,

L. H. B. WHITAKER,

W. K. LANE.

JAMES S. GREEN, *Secretary and Treasurer.*

S. D. WALLACE, *Assistant Sec'y and Accountant.*

EXECUTIVE OFFICERS :

S. L. FREMONT, *Chief Engineer and Superintendent.*

S. D. WALLACE, *General Ticket Agent.*

J. W. THOMPSON, *Gen'l Freight Agent.*

FRANCIS McMILLAN, *Master of Machinery.*

JOHN CRONE, *Master of Road Repairs.*

JAS. G. GREEN, *Depot Agent and Yard Master.*

R. F. LANGDON, *Auditing Clerk Superintendent's Office.*

WM. SMITH, *Ticket Agent and Clerk.*

JOHN CAMPBELL, *General Agent at Weldon.*

JOSIAH HOWELL, *General Agent at Goldsboro'.*

LIST OF STOCKHOLDERS, November 8th, 1860.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Alex Anderson, Est., A Lazarus, Ad- ministrator, Wilmington,.....	1	John E Becton, Goldsboro',.....	2½
Alex Anderson, Est., Wilmington,...	50	William C Bettencourt, Wilmington,	21
Sophia Andres, Westbrook's,.....	12	David Barlow, Tawboro',.....	10
Anderson & Goodrich, Norfolk, Va.,	2	Jacob S Barnes, ".....	2
T J Armstrong, Wilmington,.....	30	William Barnes, Jr., ".....	3
Mary Allen, do.....	3	Burket Barnes, ".....	1
H H Arrington, Nashville,.....	1	Edwin Barnes, ".....	2
Anny L Ashe, Chapel Hill,.....	22	Joshua K Bullock, ".....	5
Henry Aaron, Halifax,.....	1	D W Bullock, ".....	10
Eugenia Albia, Hillsboro',.....	8	C W Bizzell, Everettsville,.....	1
Wm S Ashe, Wilmington,.....	20	E C Boddie, Nashville, N. C.,.....	5
R H Austin, do.....	2	A Billisoly, Portsmouth, Va.,.....	3
Thos W Avent, do.....	1	Henry Bluff, Norfolk, Va.,.....	1
Christian Eels, Jas A Bradley, Trus- tee, Wilmington,.....	5	Thomas A Bain, Portsmouth, Va.,...	1
Lucy A Jewett, C W Bradley, Trus- tee, Wilmington,.....	54	H C Bell, ".....	1
Richard Bradley, Savannah, Geo.,...	33	George Blow, ".....	12
Eliza C Bradley, Wilmington,.....	1	Joseph Bourke, Norfolk, ".....	1
Willie Bradley, Tawboro',.....	8	John Barkfield, Est., Goldsboro',...	5
W W Brickell, Halifax,.....	4	Turner Bynum, Wilson,.....	10
S W Branch, do.....	2	Nathan Brogden, Goldsboro',.....	3
W S Baker, Tawboro',.....	44	John Beaven, Enfield,.....	9
David G Baker, W S Baker, Trustee, Tawboro',.....	1	Samuel A Baker, Est., Wilmington,...	5
Dan'l B Baker, Wilmington,.....	1	Joseph A Billisoly, Portsmouth, Va.,	3
Polly Pitt, W S Baker, Trustee, Wil- mington,.....	2	Julia A Bunting,.....	2
John E Baker, Wilmington,.....	2	M C Coffield, Halifax,.....	1
Jesse Baker, Wm S Baker, Trustee, Wilmington,.....	2	S W Coffield, ".....	1
Eloney Baker, Wilmington,.....	5	M K Crawford, Goldsboro',.....	3
R F Brown, Wilmington,.....	25	Russell Chapman, ".....	14
John P Brown, New York,.....	1	Ann E Crawford, ".....	4
Mary Ann Brown, Littleton Depot, R & G R R,.....	8	Silas Cox, ".....	1
Margaret P Brown, Wilmington,....	5	Sanders Cox, ".....	2
H F Bond, Raleigh,.....	5	Micajah Cox, ".....	10
James Bond, ".....	9	A S Cotton,.....	1
Hugh B Bryant, Tawboro',.....	2	Ann J Cummings, Westbrooks, Bla- den Co., N. C.,.....	8
Nancy Bryant, do.....	8	W J Cromartie, Gravelly Hill,.....	7
P A E Bryant, do.....	2	Wm K Cromartie, ".....	3
Joseph Bryan, do.....	3	Ann Cromartie, ".....	4
Elias Bryan, Pittsboro',.....	20	Peter Cromartie, ".....	20
John D Bellamy, Wilmington,.....	61	Thomas Cowan, Wilmington,.....	20
John T. Bellamy, Halifax County,...	18	Thomas M Crowell, Halifax,.....	5
Daniel Bowden, Bowden's,.....	10	John W Cotten, Tawboro',.....	1
B Blossom & Son, Wilmington,.....	10	Laura P Cotten, ".....	1
Wm H Beatty, Fayetteville,.....	10	Arabella C Cotten, ".....	1
J L Bridgers, Tawboro',.....	1	Florida Cotten, ".....	1
L W Batchelor, Enfield,.....	3	Charles L Cocke, Portsmouth, Va.,...	1
Robt R Bridgers, Tawboro',.....	1	John Cocke, ".....	1
Jas J Biggs, Raleigh,.....	5	H T Clarke, Tawboro',.....	24
Wm S Battle, Rocky Mount,.....	40	Mordecai Cooke, Norfolk, Va.,.....	2
William H Battle, Chapel Hill,.....	28	James Cassidey, Wilmington,.....	85
Mary P Battle, ".....	5	Lott Croom, South Washington,....	5
Kemp P Battle, Tawboro',.....	20	Wm Carraway, Guardian, Dudley's Depot,.....	2
Penelope B Battle, Rocky Mount,....	25	William Caraway, Dudley's Depot,...	10
Margaret Batts, Joyner's,.....	1	R H Chamberlaine, Norfolk, Va.,...	8
Laura B Broughton,.....	1	James Carr, Kenansville,.....	5
A Braswell, Rocky Mount,.....	5	L R Cherry, Enfield,.....	10
William T Braswell, Rocky Mount,...	5	Esther Coxeter,.....	3
Maria A Borden, Goldsboro',.....	5	William Crook, Wilmington,.....	10
		G W Collier, Goldsboro',.....	12
		William D Cobb, ".....	30
		John Coley, unknown,.....	3
		William S Camp, unknown,.....	2
		L M Conyers, Hilliardston, Nash Co.,	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Blount Cooper, unknown.....	1	Samuel B. Farmer, Wilson.....	1
Edw B Dudley, Est, Wilmington,...	17	Gerusha Farmer, ".....	1
Jane A Dndley, ".....	83	L D Farmer, ".....	1
P K Dickinson, ".....	100	Joseph H Flanner, Wilmington,....	5
P K Dickinson, Wilmington, Ex'r. of		Bennett Flanner, ".....	20
Mary L Orme,.....	10	O L Fillyaw, ".....	12
James H Dickson, Wilmington,.....	30	S L Fremont, Wilmington.....	30
A J DeRosset, Estate, ".....	25	John R Gary, Weldon,.....	1
A J DeRosset, ".....	98	George G Gary, ".....	1
John H Daniel, Halifax,.....	1	George W Gary, ".....	3
Zylpha Daniel, ".....	1	R B Gary, ".....	1
John S Dancy, Tawboro',.....	2	Joseph M Gillespie, Kenansville,....	2
John C Devane, Harrell's Store,....	5	John B Griswold, Goldsboro',.....	3
William T Dortch, Goldsboro',.....	25	William B Giles, Savannah, Ga,.....	17
William F Dancy, ".....	30	Walter Gwynn, Columbia, S C,.....	35
Richmond Dozier, Tawboro',.....	5	John Greer, Kenansville,.....	1
R B Drane, Wilmington,.....	56	J D Gardner, Wilmington,.....	5
R Daughtry, Rocky Mount,.....	3	David Godwin, Estate, Smithville,...	15
Margaret W Davis, Halifax,.....	5	Susan H Green, Goldsboro',.....	2
DeRosset & Brown, Wilmington,.....	16	R J Gregory, ".....	3
John Dawson ".....	6	Elisha Gamage, Norfolk, Va,.....	5
W W Daniel, Jr, unknown.....	2	Chauncey W Graham, Kenansville,..	14
J F DePeyster, New York,.....	3	Edward P Hall, Wilmington,.....	230
J F DePeyster, Trustee S M C Liv- ingston, New York,.....	80	Eli W Hall, ".....	20
J F DePeyster, Trust. W Woodbridge, New York.....	15	W H Hall, ".....	10
Robert Edens, Estate, Wilmington,...	5	Willis Hall, Estate, ".....	160
Sarah Edens, ".....	20	William Hunter, Guardian, Halifax,..	18
C D Ellis, ".....	25	William Hunter, ".....	19
John G Elliott, Faison's,.....	3	Benjamin Hunter, ".....	36
John Everett, Goldsboro',.....	20	Thomas C Hunter, ".....	13
James Ellinor, Rocky Mount,.....	2	Henry Hunter, ".....	1
Arthur Emmerson, Adm'r A Emmer- son, deceased, Portsmouth, Va,...	5	Hodges & Baker, Norfolk, Va,.....	6
Benjamin Edmunds, Enfield,.....	10	Joel Hines, Marlboro',.....	1
William B Edmonson, Goldsboro',...	5	B L Hoskins, Battleboro',.....	5
William T Ellinor, Rocky Mount,....	2	Theo Huggins, Estate, Wilmington,...	5
Arthur Emmerson, Portsmouth, Va,...	2	M P Harriss, ".....	12
Thomas R Emery, unknown,.....	20	George Harriss, ".....	3
E V & M F Emery, ".....	20	A C Harriss, Enfield,....	2
Joseph A Englehard, Tarboro',.....	1	Richard J Harriss, Enfield,.....	14
Mary F Fields, ".....	1	H H Hardy, Guardian Willie R Hill, unknown,.....	12
George R French, Wilmington,.....	30	Lewis Haile, Halifax county,.....	2
Daniel Fergus, ".....	12	F J Hill, Wilmington,.....	30
Samuel Frink, ".....	35	William L Hill, Warsaw,.....	30
Lorenzo Frink, ".....	16	C D Hill, ".....	10
Samuel F Frink, ".....	10	William E Hill, ".....	10
Owen Fennell, Harrell's Store,.....	5	Josh L Horner, Halifax,.....	1
John M Fennell, ".....	4	Jos R Hatch, Goldsboro',.....	2
D K Futch, Wilmington,.....	20	Margaret J Halliday, Halifax,.....	23
Michael Ferral, Halifax,.....	118	Hardy & Bros, Norfolk, Va,.....	10
Elias Faison, Faison's,.....	30	Henry H Hodges, Faison's,.....	1
M J Faison, Trustee M A Dougald, Clinton,.....	4	Hathaway & Co, Wilmington,.....	5
M J Faison, Trustee E L Faison, Clin- ton,.....	3	George Howard, Jr, Goldsboro',.....	3
F J Faison, Warsaw,.....	3	Britton Hood, ".....	3
Abner M Faison, Warsaw,.....	3	Catharine Hood, ".....	4
William A Faison ".....	3	John R Hood, ".....	3
Matthew J Faison, Clinton,.....	4	Eliza Holloman, ".....	3
Wm A Faison, Guardian S E, Wm J, and Ann M O Rhodes, Warsaw,....	4	N T Harriss, Westbrooks, Bladen Co,	3
Walter Farmer, Wilson,.....	1	Richard Hines, Estate, Raleigh,....	10
Moses Farmer, Wilson,.....	1	Jane F. Haywood, ".....	21
		Spencer L Hart, Tarboro',.....	3
		Benjamin F Hart, ".....	3
		Almon Hart, ".....	3
		William L Hart, ".....	3
		Ellen Hart, ".....	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Ann Maria Hooks,.....	6	Matthew Lawton, Wilmington,.....	10
William M Hansley, Wilmington,....	1	Joseph Lawton, ".....	5
Thomas Hollowell, Goldsboro',.....	5	William C Lord, Estate, Wilmington,.	10
T T Hollowell, ".....	1	Paul H Langdon, ".....	10
Julia A Hooker, Hillsboro',.....	8	Emily S Lawrence, Tawboro',.....	1
O Hooker, ".....	9	Haynes Lord, New York,.....	1
Roscoe Hooker, Louisburg,.....	8	Edward Love, Florida, Gadsden Co.,	10
John B Hussey, Kenansville,.....	10	Lucy S Lewis, Tawboro',.....	1
James H Hicks, Faison's,.....	30	John W Lewis, ".....	10
Hyatt, McBurney & Co, Charleston,		Josiah Lawrance, ".....	6
S C,.....	10	Z Latimer, Wilmington,.....	45
Benjamin Hurdle, Smithfield,.....	2	W W Lamb, Tawboro',.....	12
David C Howard, Tawboro',.....	1	M London, Wilmington,.....	1
Albert R Hicks, Faison's,.....	10	John D Love, ".....	2
Eliza R Hill, Wilmington,.....	8	K H Lewis, Tawboro',.....	35
F J Hill, Jr, ".....	29	Thomes D Lawrence, Tawboro',.....	4
Richard B Hill, ".....	13	James H Lawrence, ".....	1
Thomas S Hill, ".....	18	N M Long, Weldon,.....	1
Wm Hill, Guardian Eliza Hill, Wil-		Wm K Lane, Adm'r Estate John A	
lington,.....	12	Green,.....	8
Wm Hill, Wilmington,.....	14	F S Marshal, Estate, unknown,.....	1
Henry N Howard, unknown,.....	5	C B Miller, Wilmington,.....	54
Betsy Hathaway, ".....	5	J S Murphy, ".....	21
Jesse H Hardy, ".....	1	Patrick Murphy, Taylor's Bridge,...	40
John G Hatton, ".....	1	Catharine G meares, Ex'x, Wilmington	65
James W Johnston, Tarboro',.....	1	Gaston Meares, New York,.....	5
Benjamin Johnston, Ringwood,.....	9	William B Meares, Wilmington,.....	5
Isaac James, ".....	1	Alexander McIver, Estate, Carthage,	10
Willie W Jones, unknown,.....	1	Charles W Murphy, Moore's Creek,...	2
Maria Jones, Littleton Depot,.....	5	Hanson F Murphy, Teachey's,.....	4
Frances Jones, ".....	9	John H Murphy, Long Creek.....	2
Wm H Jones, ".....	1	Erthur Morgan, unknown,.....	25
Alfred Joyner, Wilmington,.....	1	John B Mercer, Tawboro',.....	1
Moses Joyner, Tawboro',.....	2	Evander McIver, Carthage,.....	15
Joab Jenkins, ".....	1	Colin McRae, Rockfish, Cumberland	
Samuel P Jenkins, Tawboro',.....	5	county,.....	5
Charles H Jenkins, ".....	1	Donald McRae, Wilmington,.....	7
James F Jenkins, ".....	6	Donald McRae, Trustee, Wilmington,	36
Richard B Jewett, unknown,....	1	John C McRae, ".....	20
R W Johnston, Estate, Wilmington,...	40	Alexander McRae, ".....	35
Henry Joyner, unknown,.....	1	Henry McRae, ".....	1
S Jewett, Wilmington,.....	28	John McRae, ".....	70
James Kerr, Harrell's Store,.....	5	Robert M McRacken, Whiteville,....	87½
Benjamin F Knight, Tawboro',.....	5	Henry Martindale, Wilmington,.....	10
Jesse C Knight, ".....	5	B F Moore, Raleigh,.....	40
Thomas Kennedy, Goldsboro',.....	15	Ellen T Moore ".....	1
C B Killebrew, Tawboro',.....	1	A L Moore, Moore's Creek,.....	1
G W Killebrew, ".....	1	James P Moore, ".....	7
William T Kirby, Clinton,.....	9	Georg J Moore, ".....	1
E V Kelly, Estate, Wilmington,.....	3	Joseph Marble, Wilmington,.....	10
Daniel Kornegay, Goldsboro',.....	15	Alfred Martin, ".....	15
Coffield King, Tawboro',.....	3	John R Manly, Raleigh,.....	1
Thomas J Kinnear, Kenansville,....	2	Myer Myers, Norfolk, Va.,.....	5
Ladies Benevolent Society, Wilming-		Barbara McKinnie, Goldsboro',.....	5
ton,.....	12	A B McCaleb, Estate,.....	4
Ellen Lazarus, Raleigh,.....	32	P McDowell, Elizabethtown,.....	3
Aaron M Lamb, unknown,....	5	T D McDowell, ".....	10
Julia Lazarus, Raleigh,.....	39	John A McDowell, ".....	5
Maria C Lazarus, Charleston, S C,...	32	Thomas N Mercer, Tawboro',.....	1
R A Lazarus, unknown,.....	32	John Mercer, ".....	10
Gershon Lazarus, Charleston, S C,...	32	William F Mercer, ".....	1
Levin Lane, Wilmington,.....	49	D V Mercer, Sparta,.....	1
William K Lane, Goldsboro',.....	63	John McMillan, Jr., Elizabethtown,.	10
Joshua L Lyon, Enfield,.....	6	Jemima Middleton, Warsaw,.....	2
John J Lane, Tawboro',.....	1	R M Middleton, Kenansville,.....	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
David McDaniel, Rocky Mount,.....	1	William D Roberts, Norfolk, Va.,....	1
Thomas Mayo, Tawboro',.....	5	James M Redmond, Tawboro',.....	20
Thomas L Maner, Battleboro',.....	5	M W Ransom, ".....	10
N H Murphy, Moore's Creek,.....	3	Robert Ricks, ".....	5
Walter H McRae, Wilmington,.....	10	Elias F Shaw, Sampson Co.,.....	3
Margaret E McRae, ".....	10	Marsden J Smith, Norfolk, Va.,....	12
Wm H McRary, ".....	5	Moses Smith, Scotland Neck,.....	5
Edward McPherson,.....	2	Peter Smith, Wilmington,.....	5
Mary L McDowell,.....	4	Sophia L Smith, Fayetteville,.....	5
Margaret McDowell,.....	2	Samuel Smith, Goldsboro',.....	10
N N Nixon, Wilmington,.....	80	Sylvester Smith, Raleigh,.....	5
Henry Nutt, ".....	50	A L Smith, Tawboro',.....	5
Elijah K Neville, Halifax,.....	1	Etheldred Sauls, Goldsboro',.....	2
John Norfleet, Tawboro',.....	1	D D Sloan, Kenansville,.....	4
Charles E Neale, ".....	2	David Sloan, Magnolia,.....	5
Jesse P Neville, ".....	6	Abner Speight, Speight's Bridge,	
James Owen, Wilmington,.....	10	Green Co.,.....	5
J O Oates, Sparta,.....	1	John F Speight, Tawboro',.....	2
Thomas Ousby, Halifax,.....	6	H R Savage, Wilmington,.....	10
William C Ousby, ".....	1	H R Savage, Trustee, Wilmington,...	50
James L Ousby, ".....	1	Timothy Savage, ".....	5
Thos R Owen,.....	10	Geo W Stanton, ".....	1
Willie M Person, Halifax,.....	5	David Southerland, Kenansville,....	5
Rosa Pope, Goldsboro',.....	2	Isaac Sessums, Tawboro',.....	10
Elijah Pope, Rocky Mount,.....	2	John Swann, Estate, Wilmington,...	60
George P Pope, ".....	2	Richard Sanders, Estate, ".....	13
Bennett P Pitt, Tawboro',.....	1	Jordan Strickland,.....	1
Joab P Pitt, ".....	16	Robert Soutter & Son, Norfolk, Va.,	10
Moses Pitt, ".....	1	John J Sharpe, Joyner's Depot,....	1
John Proctor,.....	1	William G Sharpe, ".....	1
Thomas R Purnell, Estate, Wilming-		Alfred W Simmons, Halifax,.....	1
ton,.....	20	Baker Staton, Tawboro',.....	25
E A Purnell, Wilmington,.....	15	Redding S Sugg, ".....	1
M T Ponton, Weldon,.....	3	P S Sugg, ".....	1
Gilbert Potter, Wilmington,.....	784	Josiah P Sugg, ".....	1
B T Pittman, Tawboro',.....	4	Lucy E Sugg, ".....	1
Mary A S Pittman, ".....	4	Eliza Sugg, ".....	1
R G Pittman, ".....	5	William Sugg, ".....	1
W D Pittman, ".....	4	Peter C F Sugg, ".....	1
John B Prentice, Wilmington,.....	6	Annie S Sugg, ".....	1
Joseph J W Powell, Tawboro',.....	80	State of North Carolina, D W Courts,	
Isaac Powell, Whiteville,.....	20	Treasurer, Raleigh,.....	4,000
Jesse Powell, Tawboro',.....	4	Richard H Smith, unknown,.....	5
Eaton P Powell, ".....	1	Nicholas Tally, Columbia, S. C.,...	9
James J Porter, ".....	7	Samuel O Tally, ".....	5
Mary Pender, ".....	1	Wm H Tally, ".....	4
Margaret Pender, ".....	1	Lewis H Taws, Philadelphia, Pa.,...	2
George W Powell,.....	1	John A Taylor, Wilmington,.....	6
Roderick Pullen,.....	3	Tazewell Taylor, Norfolk, Va.,....	12
Joseph J B Pender, Tawboro',.....	2	John Talbot, ".....	1
William D Petway, ".....	5	Thomas Tillery, Halifax,.....	5
Mark H Petway, ".....	5	John Tharpe, Rocky Mount,.....	5
Joseph J Phillips, ".....	20	Elijah Taylor, Jacksonville,.....	5
Jere Pearsall, Guardian, Kenansville,		Zadock Thomson, Goldsboro',.....	1
Hosea Pickett, Estate,.....	5	Drury Thompson, Goldsboro',.....	32
R B Peirce, Halifax,.....	1	Henry A Taylor, ".....	1
W W Peirce, Wilmington,.....	23	Benjamin R Taylor, ".....	1
O G Parsley, ".....	70	Josiah J Vick, Rocky Mount,.....	1
John W Powell, Nashville,.....	3	Margaret Vick, ".....	1
Mary E Powell, ".....	2	J Vick, ".....	1
W W Parker Rocky Mount,.....	3	A A Wanet, Wilmington,.....	20
Catharine Robinson,.....	10	Wilmington & Manchester R. R. Co.,	
Purdie Richardson, Wadesboro',....	5	Wilmington,.....	2,050
Henry B Reardon, Norfolk, Va.,....	2	L H B Whitaker, Enfield,.....	104
T R Reardon, ".....	1	M T Whitaker, ".....	1

LIST OF STOCKHOLDERS—CONTINUED.

NAMES OF RESIDENCE.	Shares.	NAMES AND RESIDENCE.	Shares.
L H Whitaker, Enfield,.....	2	David Williams, Stantonsburg,.....	10
B F Whitaker, ".....	5	Maria Ann Ward, Dudley Depot,....	20
James H Whitaker, ".....	2	Howard Wiswall, Washington,.....	3
William Whitaker, ".....	2	B F Williams, Kenansville,.....	33
John Wright, Goldsboro',.....	8	James A Washington, Kinston,.....	10
Rachel Wright, Wilmington,.....	7½	W N Whitted, Prospect Hall,.....	20
William Wright, ".....	2½	John W S West, Goldsboro',.....	10
Thomas H Wright, ".....	106	H A C Walker, Wilmington,.....	10
William A. Wright, ".....	65	S E Walker, ".....	10
Joshua G. Wright, ".....	35	Carey Whitaker, Enfield,.....	2
John C Washington, Kinston,.....	119½	Robert Whitaker, ".....	2
John N Washington, Newbern,.....	20	C N Webb, Halifax,.....	1
Washington & Wright, Jr.,.....	5	Stephen Woodward, Black Creek,...	5
Richard Washington, Goldsboro',....	120	Samuel P. Watters, Wilmington,	15
John Wooster, Wilmington,.....	31	Joel Wells, ".....	16
G W Woodbury, ".....	5	John Wilkinson, ".....	12
C Wooten, Goldsboro',.....	5	Wm H Williams, ".....	11
Total shares.....			13,289½
Par value of Shares.....			\$100.

SUBSCRIBERS TO THE STOCK IN THE TARBORO' BRANCH RAIL ROAD.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Benjamin Batts, Tawboro'.....	5	Hoskins & Bowditch, Tarboro'.....	5
Wm G Baggs & Co, ".....	2	Hardy & Brothers, Petersburg,.....	5
Battle Bryan, ".....	1	William Harrell, Tawboro'.....	1
*H B Bryan, ".....	11	J A Hicks, ".....	1
*J K Bullock, ".....	10	A C Harrison, Petersburg,.....	2
K Biggs & Co, Petersburg.....	10	*Harrison Scott & Co, ".....	1
Bain & Co, Tawboro'.....	5	Jesse Harrell, Tawboro'.....	1
Gray S Brown, ".....	2	David Hinton, ".....	5
*S G Branch & Bro, Petersburg.....	1	G W Hammond, ".....	1
*William S Battle, Tawboro'.....	50	*Almon Hart, ".....	5
Thos P Braswell, ".....	1	*Joseph H Hyman, ".....	15
B T Bochover, ".....	2	*Geo Howard, ".....	5
*Kemp P Battle, Raleigh.....	10	*Spencer L Hart, ".....	10
Brown & McLean, Tawboro'.....	2	*Brectain Howell, ".....	5
*R R Bridgers, ".....	60	P Hanneburg, ".....	2
David Barlow, ".....	25	J L Horne, ".....	2
*D W Bullock, ".....	10	Hedrick & Ryan, Wilmington,.....	1
*J H Baker, ".....	2	C H Jinkins, Tawboro'.....	5
*Gray Bryan, ".....	5	*Jno D Jinkins, ".....	5
Etheldred M Bryan ".....	5	W A Jones, ".....	4
*James L Battle, ".....	20	J M Jenkins, ".....	3
*John L Bridgers, ".....	50	Calvin Jones, ".....	5
J G Bauman, Wilmington.....	1	F H Jenkins, ".....	4
B B Barron, Tawboro',.....	5	*M G Jones, ".....	6
*Elisha Cromwell, ".....	10	*W H Johnson, ".....	10
*David Cobb, ".....	2	*James F Jinkins, ".....	10
*Erastus Cherry, ".....	2	*Lewis Joyner, ".....	1
*S T Cherry, ".....	1	J W Jones, ".....	1
*C C Cherry, ".....	2	Joshua Killebrew, ".....	3
James Carney, ".....	3	*James W Knight, ".....	5
P P Clements, ".....	5	*Coffield King, ".....	5
*Henry R Cherry, ".....	2	*C B Killebrew, ".....	5
*Wright Carney, ".....	1	Jno W Knight, ".....	2
William R Cox, ".....	15	*Peter E Knight, ".....	2
*A J Cotton, ".....	10	*John Knight, Jr, ".....	6
*Mrs L P Cotton, ".....	5	Jno A Knight, ".....	1
Henry T Clark, ".....	10	E A Keith, Wilmington,.....	5
*R Chapman, ".....	5	James L Long, Tawboro',.....	3
*W R Cherry ".....	5	*J L Lyon, ".....	4
*Eaton Cobb, ".....	2	John H Leigh, ".....	1
W J Drummond, Petersburg.....	1	*James R Legget, ".....	1
*Dunn & Spencer, ".....	2	Whit. P Lloyd, ".....	5
*Donnan & Johnson, ".....	3	Josh W Lloyd, ".....	2
L S Dunn, Tawboro',.....	20	Joseph J Lawrence, E Cromwell Exr, H S Lloyd, W Norfleet & W P Lloyd, Exrs, Tawboro'.....	5 60
C L Dicken, Wm Norfleet and R H Austin, Exr's, Tawboro'.....	50	*B T Lyon, ".....	4
*John L Dancy, ".....	25	W F Lewis, ".....	30
*J H. Daniel, Sr, ".....	10	Dr Josiah Lawrence, Tawboro'.....	5
Richard Dunn, ".....	5	John Lawrence, ".....	5
R H Dicken, ".....	10	*William S Long, ".....	2
J A Englehard, ".....	10	*Robert Lancaster, ".....	1
Peter Forbes, ".....	1	*R A Martin, Petersburg,.....	4
J H Flanner, Wilmington,.....	5	*Thos R Moore, ".....	1
George R French ".....	1	*McIlwaine, Son & Co., Petersburg,..	10
W J Founvan, Tawboro'.....	5	Benj Mayo, Tawboro'.....	4
*Gilliam & Dunlop, Petersburg,.....	2	Hugh McNair, ".....	5
W T Gay, Tawboro'.....	1	A H McNair, ".....	2
Patsey D Gray, do, ".....	10	W H Marks & Co, Wilmington.....	2
R H Grant, Wilmington,.....	10	John R Mercer, Tawboro'.....	4
S A Griswold & Co, Goldsboro'.....	2	Jesse Mercer, ".....	2
Theo C Hayman ".....	3		

LIST OF SUBSCRIBERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Wm D Mercer, Tawboro'.....	2	James B Staton, Tawboro'.....	3
Henry Nutt, Wilmington.....	5	*James Stallings, ".....	3
*John Norfleet, Tawboro'.....	10	William J Staton, ".....	15
*R Norfleet, ".....	30	*Henry L Staton, ".....	10
*Thos Norfleet, ".....	5	Elizabeth Shurley, ".....	10
N N Nixon, Wilmington.....	3	F J Stewart, ".....	1
Thomas Oberry, Tawboro'.....	1	R A Savage, ".....	1
*W M Pippin, ".....	5	*J R Thigpen, ".....	3
S A Plummer, Petersburg.....	2	*William Thigpen, ".....	3
*H L Plummer, Jr. ".....	3	*William A Thigpen, ".....	1
Flavius A Pippin, Tawboro'.....	1	*A M Thigpen, ".....	1
J W Pippin, ".....	5	*James Thigpen, ".....	1
Joseph H Pippin, ".....	1	*Robert Tannahill, Petersburg.....	3
James T Petteway, Wilmington.....	1	*Jordan Thigpen, Tawboro'.....	7
*W W Parker, Rocky Mount.....	1	*Kenneth Thigpen ".....	5
*W E Pope, ".....	1	A H VanBokkelen, Wilmington.....	2
*Bennett P Pitt, Tawboro'.....	10	Wright Wiggins, Tawboro'.....	5
*J J W Powell, ".....	50	R S Williams, ".....	10
R H Pender, ".....	5	John T Worrell, ".....	2
David Pender, ".....	5	*D Williams, ".....	15
*N J Pittman, ".....	25	A J M Whitehead, ".....	2
Robert S Pitt, ".....	1	T C & B G Worth, Wilmington.....	1
J L Pippin, ".....	1	*R D Wimberly, Tawboro'.....	25
Rowland & Reynolds, Petersburg.....	5	*Mayo Worsley, ".....	10
Wm D Roberts & Co, Tawboro.....	2	*Orren Williams, ".....	5
James Reddick, ".....	1	*Mathew Weddell, ".....	5
J M Robinson, ".....	2	Mrs E C Williams, ".....	5
W B Ricks, ".....	10	J A Williams, ".....	1
James M Redmond, ".....	5	*G W Whitfield, ".....	5
Jesse Stancill, ".....	4	Wm Worsley, Jr, ".....	1
*Lemuel L Savage, ".....	5	John Warren, ".....	1
Moses Smith, ".....	2		
William Simmons, ".....	2		
John F Speight, ".....	2		
		Par value.....	\$100
			1,243

Those marked thus (*) have paid up in full, and of course are entitled to be classed as *Stockholders*.

PROCEEDINGS
OF THE
TWENTY-FIFTH ANNUAL MEETING
OF THE
STOCKHOLDERS OF THE W. & W. RAIL ROAD CO.

The Stockholders of the Wilmington and Weldon Rail Road Company, in pursuance of the resolution adopted at their last annual meeting, convened at the Court House, in the town of Wilmington, on Thursday the 8th day of November, 1860, to hold their twenty-fifth Annual Meeting, when the following proceedings were had :

On motion of W. A. Wright, O. R. Kenan was called to the Chair, and Messrs. Robert Norfleet and Patrick Murphy were appointed Secretaries.

On motion, the Secretaries, with W. A. Wright, were appointed a Committee to examine proxies and ascertain the number of shares of stock represented, and this Committee having reported that 4,758 shares were represented by the holders in person, and 5,696 by proxy, making in the aggregate 10,454, which was more than a majority of all the stock of the Company, the meeting was declared to be duly organized.

W. S. Ashe, President of the Company, submitted the Annual Report of the President and Directors.

On motion of O. G. Parsley, the Report of the President and Directors, with the Reports of the Chief Engineer and Superintendent, and of other officers of the Company, accompanying the Report of the Directory, were received and referred to a committee of five persons to be appointed by the Chairman. The Chairman thereupon appointed Messrs. O. G. Parsley, R. R. Bridgers, T. D. Walker, D. McRae and H. Nutt as such Committee.

W. S. Ashe submitted the following resolution adopted by the Board of Directors, for the consideration of the meeting :

Resolved, That the proposition of Mr. R. R. Bridgers, on behalf of the subscribers to the capital stock of the Tarboro' Branch of the Wilmington and Weldon Rail Road Company, viz: "That such of the said subscribers who shall, on or before the 15th of November next, pay in full the entire amount of their subscription, as aforesaid, together with interest on the last installment from the first day of October to the 20th day of December, 1860, at which time said installment is payable, and all other interest on previous installments, which may have accrued because of delayed payments, shall be entitled to and receive certificates of stock for the number of shares so subscribed and paid for by them, and shall participate in all future dividends of the Company, which may be declared out of the profits which may arise from and after the 1st of October, 1860"—be adopted, *provided*, the stockholders of this Company shall, at their next general meeting, approve of the same.

Whereupon, it was

Resolved, That said resolution of the Board of Directors be approved, and the same is affirmed by this meeting, and that the committee on the representation of stock enquire and report whether the subscribers to the stock for the construction of the Branch to Tarboro', who have paid the entire amount of their subscriptions, according to the provisions of the said resolution, should be admitted as stockholders of this Company at this meeting.

The meeting then adjourned until 3 o'clock, P. M.

3 o'clock, P. M.

The Committee to whom was referred the Report of the President and Directors, with the accompanying papers, through their chairman, O. G. Parsley, made the following report:

The Committee to whom was referred the several matters embraced in the Report of the President and Directors, and the Reports accompanying it, have had the same under consideration, and I am instructed to report: that as to the several matters of account embraced in the reports under consideration by your Committee, there is not sufficient time for their examination.

The peculiar improvements and repairs, or renewals of the roadway, and the other matters referred to in the Report of the President and Directors, your Committee recommend should be left to the sound discretion of the Board of Directors of the Company.

Respectfully submitted.

O. G. PARSLEY, Chairman.

On motion of A. J. DeRosset,

Resolved, That the Board of Directors of this Company be authorized to surrender to the Wilmington and Manchester Rail Road Company the one thousand shares of the stock of that Company held by this Company, upon the surrender to this Company of a like number of the shares

of the stock of this Company held by said Wilmington and Manchester Rail Road Company, upon such terms as may be agreed on; and if such surrender be made, that the one thousand shares of the stock of this Company which may be so received shall be cancelled on the books of this Company.

The Committee on representation of stock, to whom was referred the question as to the admission of certain subscribers to the stock for the construction of the Tarboro' Branch Road, as stockholders of this Company at this meeting, reported that the subscribers for seven hundred and seventy-nine shares of such stock had paid in full, according to the requirements of the resolution of the Board of Directors, approved by this meeting, six hundred and fifty-five of which shares were represented in person and by proxy by persons present, and that such persons representing such stock should be admitted as stockholders of the Company in this meeting. The report was received and concurred in.

On motion of O. G. Parsley,

Resolved, That the Board of Directors be requested to cause the subsequent accounts of this Company to be so stated (if the same be practicable) as to show the item, "cost of Real Estate, &c.," in such manner as will truly represent the present value of the Road and other property now included in said item, transferring the balance either way to profit and loss.

On motion of John McRae,

Resolved, That neither the President nor any Director of this Company has any peculiar or exclusive rights or privileges in connection with the use of any of the property, or of any of the employees or operatives, or of the Road of this Company, beyond such rights and privileges as have been heretofore or may be hereafter granted by the stockholders.

On motion of R. R. Bridgers,

Resolved, That the stockholders of this Company and their families be allowed, during the week of the Annual Meetings of the stockholders, to ride to Wilmington to attend such meetings and to return home, free of charge.

Resolved, That any stockholder who comes to the office of the Treasurer to receive his semi-annual dividend, shall be passed free of charge, coming and returning.

Resolved, That all orders and resolutions heretofore passed on the subject matter of the two preceding resolutions, that may be inconsistent with the same, be, and the same are hereby repealed.

On motion of W. A. Wright, the following preamble and resolution was adopted:

WHEREAS, William H. Laspeyre, who for many years had been a most faithful and energetic officer of this Company, lost his life while in the instant discharge of the duties of his office, leaving a widow and children almost entirely without means for their support; it is therefore,

Resolved, That in consideration of the fidelity and energy evinced by the late Wm. H. Laspeyre, in the discharge of his duties while in the service of this Company, the President and Directors of this Company are directed to issue to some suitable person twenty shares of the capital stock of this Company, to be held in trust for the joint use of the widow and children of said William H. Laspeyre, during the life of such widow, and after her death for the use and benefit of the children of said Wm. H. Laspeyre.

On motion of John McRae,

Resolved, That it is recommended to the Directory of this Company, as true economy, and as the true policy to be observed in reference to all employees of this Company, so to regulate the prices to be paid them as will most certainly command and secure the services of those who are thoroughly competent and trustworthy in the business of their respective employments.

The meeting then proceeded to the election of the President and Directors, to serve during the next ensuing twelve months, when Wm. S. Ashe was duly elected President, and Messrs. Edward P. Hall, Gilbert Potter, Platt K. Dickinson, William C. Bettencourt, Armand J. De-Rosset, John D. Bellamy, and Wentworth W. Peirce were elected Directors on the part of the individual stockholders; Messrs. L. H. B. Whitaker, W. K. Lane, and W. A. Wright having been appointed Directors by the Board of Internal Improvements.

On motion,

Resolved, That the next Annual Meeting of the stockholders of this Company be held in the town of Wilmington, on the second Thursday in November, 1861.

Resolved, That Messrs. Patrick Murphy, of the County of Sampson, and Donald McRae and Robert H. Cowan, of the town of Wilmington, be appointed the Committee to audit the accounts of this Company for the coming year, and make report to the next annual meeting of the stockholders.

On motion, the thanks of the meeting were tendered to the Chairman and the Secretaries, and the meeting adjourned.

O. R. KENAN, Chairman.

R. NORFLEET, }
P. MURPHY, } Secretaries.

PRESIDENT AND DIRECTORS' REPORT.

To the Stockholders of the W. & W. R. R. Co.:

GENTLEMEN:—

The President and Directors, in laying before the Stockholders of the Company their report of its business for the year ending 1st October last, feel gratified in being able to assure them of its continued prosperity. Our receipts amount to more than half a million of dollars, being an increase over the preceding year of \$22,654 82.

Reference to the Report of the Superintendent and Engineer shows that this increase is found in the returns from freighting and way travel. We have experienced a diminution of receipts from through travel of \$10,734 39, but have every reason to believe that this branch of our business will improve after the 1st of January next, at which time a through daily mail will be run from Charleston, via Fernandina and Cedar Keys, to New Orleans. The great comfort and quick dispatch which will be afforded to passengers by this line, must make it highly popular. These are recommendations which every line must possess to ensure a fair proportion of through travel.

The Branch of our Road from Rocky Mount to a point North of the river near Tawboro', has been finished to the latter place, and from its operations thus far we have every reason to hope for a full realization of the benefits promised by the friends of this enterprise. It would have been entirely finished according to contract, by the 1st of October, but the time was extended in order to make a more permanent bridge over the Taw River than was at first projected.

The bed of our road-way is now in far better order than it ever was before. Wherever it was practicable the streams and swamps have been thoroughly embanked, thereby dis-

pensing with the trestle work. We have now commenced a more thorough system of lineal drainage. This is an improvement much wanted, and when completed throughout the line, our road-way will be as dry as it is possible to have one in a level country.

Under the process of welding rails we hope in the course of two years to have all of our laminated rails thoroughly repaired, and that at a cost somewhat less than twenty-five thousand dollars.

On or before the first of January next, all of our rail connections will be made on what is known as the "double lip chair," now universally conceded to be the best chair in use. If this chair had been used from the commencement of the running of the road, a saving in cross-ties and rails would have been made to an amount fully equal to one-fourth of the original cost of these articles. Finally, in reviewing the condition of the Company, whether we consider its general financial prosperity, its greatly improved rolling stock, or the road bed and its superstructure, we have every reason to congratulate the stockholders upon an increased value of their property.

For a detailed account of the proceedings of the road during the past year, we would refer you to the annexed reports of the Superintendent and the Treasurer.

Respectfully submitted,

WM. S. ASHE, *President.*

November 8th, 1860.

Of the Company, with their Salaries, on the 30th Sept., 1860.

	PER ANNUM.
Hon. W. S. Ashe, President.....	\$2,000 00

James S. Green, Secretary and Treasurer.....	\$1,500 00
S. D. Wallace, Assistant Secretary and General Ticket Agent.....	1,800 00
William Smith, Ticket Agent and Clerk.....	700 00

S. L. Fremont, Chief Engineer and Superintendent,	\$3,000 00
J. W. Thompson, General Freight and Transportation Agent,	1,800 00
Francis McMillan, Master Machinist,	1,200 00
John Crone, Road Master,	1,200 00
James G. Green, Yard Master, &c.,	1,000 00
John A. Wright, Master Carpenter,	1,000 00
Richard F. Langdon, Clerk in Engineer and Superintendent's Office—\$400 of this allowed for extra services on amount of Tarboro' Branch account,	1,000 00
W. E. Peirce, Clerk of Shops,	360 00
A. D. Love, Assistant Freight Agent,	800 00
H. C. Moore, " "	500 00
B. R. Parrish, Clerk Transportation Agent,	360 00
B. C. Dudley, Packet Clerk,	360 00
John Campbell, General Agent, Weldon,	1,500 00
Geo. G. Gary, Assistant Agent, Weldon,	600 00
Josiah Howell, General Agent, Goldsboro' (to supply his own Assistant,)	1,400 00

John Jones, Agent,	Marlboro',	\$ 60 00
H. H. Brinson,	Leesburg,	100 00
G. Boney,	Duplin Road,	100 00
Thos. W. Vail,	Magnolia,	200 00
J. E. Swinson,	Warsaw,	250 00
D. Bowden,	Bowden's,	100 00
Lewis T. Hicks,	Faison,	125 00
W. F. Pollock,	Mount Olive,	100 00
David McKeunnie,	Dudley,	150 00
J. W. Whitfield,	Ticket Agent, Everettsville,	Free Riding.
C. G. Perkins,	Pikeville,	100 00
Thos. A. Thompson,	Nahunta,	150 00
B. F. Briggs,	Black Creek,	150 00
A. D. Farmer,	Wilson,	500 00
Wm. D. Farmer,	Joyner's,	150 00
A. J. Garvey,	Rocky Mount,	300 00
Thos. L. Maner,	Battleboro',	175 00
A. B. Whitaker,	Enfield,	400 00
G. W. Owens,	Halifax,	175 00

George Morrison, Conductor Passenger Train,	720 00
2. Wm. H. Laspeyre, " " "	720 00
3. E. D. Browning, " " "	720 00
4. A. Alderman, " " "	720 00
5. Robt. Lee, " " "	720 00
6. B. P. Ellis, " " "	720 00
R. T. Fulghum, " Freight "	600 00
Exum Lewis, " " "	600 00
B. B. Cox, " " "	300 00

G. W. Tarleton, Engineer Passenger Train,	80 00
John Dockery " " "	80 00
J. W. Hollister " " "	80 00
C. W. Dorman, " " "	80 00
J. H. Stratton, " " "	80 00
T. C. Treanor, " " "	80 00

CONDUCTORS AND ENGINEERS—CONTINUED.

	PER MONTH.
W. A. Graham, Engineer Passenger Train,.....	80 00
Wm. H. Grant, " " ".....	80 00
F. Barnett, " " ".....	80 00
C. H. Rice, " " ".....	80 00
Chas. McQuestion, " " ".....	80 00
James Knight, Engineer and Conductor Freight Train,.....	100 00
A. W. Toleman, " " ".....	80 00
James Corbett, " " ".....	75 00
W. L. Trauk, " " ".....	80 00
J. W. LaGuire, " " ".....	75 00
George Fraily, Engineer on Tarboro' Branch,.....	75 00
Barry W. Williams, Engineer Yard Engine,.....	40 00
John Barry, Superintendent Trestle Filling,.....	70 00

REPORT OF THE ENGINEER AND SUPERINTENDENT.

WILMINGTON & WELDON RAIL ROAD Co., }
Office Chief Engineer and Superintendent, }
Wilmington, N. C., Oct. 20th, 1860.

Hon. WM. S. ASHE, *President,*

SIR:—I have the honor to submit my Sixth Annual Report of the operations of the Road, for the fiscal year terminating on the 30th of September, 1860 :

RECEIPTS AND EXPENDITURES.

The gross earnings and receipts for the fiscal year have been as follows :

Receipts from Through Passengers,	\$133,896 36	
“ “ Way “	118,347 72	
“ “ Freights,.....	185,204 44	
“ “ Mails,.....	48,600 00	
“ “ Miscellaneous sources	14,161 05	
		<hr/>
Gross receipts for 1860,.....		\$500,209 57
“ “ “ 1859,.....		477,554 75
		<hr/>
Increase,.....		\$22,654 82

EXPENDITURES.—MAINTAINANCE OF PERMANENT WAY.

Cost of ordinary repairs of track,...	\$54,347 75	
“ “ extraordinary repairs of track	3,250 10	
“ “ repairs of Bridges, &c.,.....	5,327 15	—\$62,925 00

DEPARTMENT OF TRANSPORTATION.

<i>Rolling Stock.</i> —Cost of repairs of		
Locomotive Engines, and materials on hand for repairs,.....	32,936 01	
Cost of repairs of Passenger Cars, and materials on hand for repairs,.....	10,495 16	
Cost of Repairs of Freight Cars, and materials on hand for same,	3,621 13	—\$47,052 30
		<hr/>
Amount carried forward,.....		\$109,977 30
		19

Amount brought forward,.....	\$109,977 30
<i>Train Expenses.</i> —Pay of Conductors, Engineers, Train hands, and Firemen,.....	34,002 20
Miscellaneous expenses of Trains,	1,050 03
Cost of Oil, Tallow and Waste,..	3,947 70
“ “ Fuel for Engines and Stations,.....	15,133 49 —\$54,133 42

<i>Station Expenses.</i> —Cost of repairs of Wood and Water Stations, (including new Sheds,) Warehouses, and other Station buildings,	4,020 25
Cost of Tickets, Ticket Books and Blank Freight lists, Way Bills, &c.,.....	691 38
Cost of printing Annual Reports,	305 21
“ “ “ Time Tables and advertisements,.....	217 20
Pay of Station Agents, Yard Master, Warehouse hands, and cost of pumping water for Engines,	16,890 83
Miscellaneous expenses of Stations,	3,263 13 —\$25,388 00

GENERAL EXPENSES.

Cost of two new Locomotive Engines, and tools for Locomotive Shops,.....	18,593 45
Cost of new Passenger Cars, and tools for Car Shops.....	3,842 63
Cost of Freight Cars, (platform,)	10,300 31 —\$32,736 39
Cost of Subsistence, Clothing and Medical attendance,.....	11,955 30
Loss and damage and cost of lawsuits,.....	2,600 00
Half the cost of Steam Ferry,...	2,984 84

Amount carried forward,....\$17,540 14—\$222,235 11

Amount brought forward,...	\$17,540 14—	\$222,235 11
Miscellaneous Expenses,.....	3,250 20	
Office “ 	531 14 —	\$21,321 48
Salaries of Officers,.....	10,158 35 —	\$10,158 35
Total cost of operating the Road,.....	<u>\$253,714 94</u>	

For the purpose of comparing the expenses of operating the Road for the past and previous years, take from both the items for new rolling stock: For two new Engines and twenty-four new (flat) cars, \$30,736 39, against \$3,990 15 for 1859. The difference is \$28,746 24, which, taken from the expenses of operating leaves \$225,868 70, against \$226,931 22 for 1859.

By comparing item with item of the two accounts, it will be seen, that with the exception of those for “Rolling Stock” and for “Chairs and Spikes,” the expenses have been less this year than last. The cost of negro hire has been greater; we have paid higher for them the past year by some fifteen dollars a head.

It was found that our freighting business required additional motive power, as well as more cars, to do it efficiently.—Two engines and twenty box cars were ordered. The twenty-four flats are to replace old ones worn out.

The following expenses have been incurred on account of the “completion” of the “permanent way;” for increased equipments; new buildings not heretofore constructed; and for making wharves, grading streets, &c., about shops in Wilmington; being an *increase* of the assets of the Company, in most cases, and should be carried to account of capital stock:

PERMANENT WAY.

<i>Filling Trestles.</i> —Hire of six negroes, at an average of \$210 a year,.....	1,260 00
Amount carried forward,....	\$1,260 00

Amount brought forward,	\$1,260 00
Hire of Overseer, Engineer and Fireman, with white laborers, as per pay roll,.....	5,909 26
Oil, Waste and Fuel for Train,..	1,600 00
Repairs of Engine and Cars,.....	875 00 —\$9,644 26
Cost of completing the Bridge over Rockfish Creek,.....	2,557 21
<i>Superstructure</i> .—Cost (in part) of Chairs and Spikes for whole Road,.....	18,970 36

ADDITIONAL EQUIPMENT.

<i>Rolling Stock</i> .—Two new Locomo- tive Engines,.....	17,700 00
Twenty new Freight Cars, (box,)	10,509 79
One new Passenger Car,.....	3,000 00 —\$31,209 79

NEW BUILDINGS.

Two new Warehouse Sheds on wharves,.....	2,000 00
New brick Engine House for Pas- senger Station at Wilmington,	1,200 00 —\$3,200 00

WHARVES, &C., IN WILMINGTON.

<i>Wharves</i> .—Cost of filling wharves with sand, (trains and carts,) ..	3,658 00
<i>Streets, &c.</i> .—Cost of grading streets contiguous to shops, and filling lots, &c., in Wilmington,	569 00
Cost of permanent bridge over track in 4th street, Wilmington,	925 00 —\$5,152 00
For repairs of Engines and Cars used in the construction of Tar- boro' Branch, and in operating that Road.....	900 00

Total amount expended on account, of "con- struction" and "permanent improvements" this year, above explained,.....	<u><u>\$71,633 62</u></u>
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From the foregoing statements it will be seen that the operating expenses for the past year have been about 50 per cent. of the gross receipts, and only about 47 per cent., if we deduct the cost of *new* rolling stock—for the sake of comparison.

The equipment, except in passenger cars, is, I think, sufficient for any probable wants of the Company for the current fiscal year.

The passenger cars are in process of complete renovation, and four new ones will be added this year, two of them in about six weeks.

I am fully persuaded we should add two or more sleeping cars to the passenger trains: From personal observation the past summer, and from almost universal report of others, I believe they would add greatly to the comfort of the traveler by our night trains, and consequently to the profits of the Company.

REPAIRS OF ROAD WAY.

There have been placed in the track the past year a large quantity of new American Rails, and about 60,000 double lipped Rolled Chairs. The contract was for 80,000, and it will require about 20,000 more to complete the entire road.—I hope the balance will be supplied in season to enable us to lay the whole down by the end of December. These superior joint fastenings are doing good service, and will save many times their cost in repairs of track and rails in the next five years.

THE BRIDGES

Are in excellent order. There is no trestle work, properly speaking, except at Neuse River, and such as are used over small streams. By the end of December, all of the long trestle near Battleboro' that can with safety be filled up, will be done.

CULVERTS.

Culverts of masonry or iron should be supplied as fast as the means of the Company will justify. A contract can now be made for this upon advantageous terms, if the Board of Directors should deem it best to proceed with the work at once—pay-

ments can be made to suit the convenience of the Company.—There are some three or four places where it will become necessary during this year to either put in permanent culverts, or reconstruct the present wood trestles ; and, if the whole work can be done at cash prices during the current year, on such time as will suit the finances of the Company, I most earnestly recommend it. The Road can then be worked as safely and economically as any one of like location.

REPAIR SHOPS.

The Repair Shops are, with one or two exceptions, now well supplied with good machinery and tools. There has been much delay in completing the arrangements referred to in the two last annual reports, by which we hoped to drive the machinery of all the shops by the new stationary engine, constructed (with abundant power) for the purpose, but in a few weeks these will be completed.

The rail-mending shop has been thoroughly rebuilt of bricks, as well as that part of the machine shop now used as an engine house.

A good engine house and iron turning table are much needed for our increased stock of engines. I trust we may be able to undertake these at an early day.

DEPARTMENT OF TRANSPORTATION.

The mileage made the past year is 318,701. Divide the cost of operating (\$253,714 94) exclusive of "construction," &c., by the mileage, and we have about 80 cents as the average cost of each mile run.

No serious accident has happened to any train, passenger or freight, during the past or the two preceding years ; and out of one thousand three hundred and fifty-six trips run by our passenger trains during the past year, only twelve failures (from all causes) to connect regularly with the great mail lines have occurred. When we consider the length of our line, and the uniformly high speed we make, it is saying much for the quality of our men and machinery, when we state that not one passenger or employee connected with the passenger trains

has been injured during the year.* We have carried over the Road the past year 25,595 through passengers, and 81,051 way passengers. The preceding year the numbers were 27,964 through, and 68,498 way passengers. This shows a decrease of 2,469 through, and an increase 12,553 way passengers.-- The falling off in the income from through passengers is \$10,734 39, and the *increase* from way travel is \$8,552 35. This handsome improvement in local travel, coupled with an increase of \$23,537 72 in freights, should be a source of encouragement to the proprietors of the Road. The tonnage is greatly in advance of any former year, and is steadily increasing.

In the past year's accounts we have hardly felt the benefit of the line of freight steamships just now under way. The prospect of an increase during the current year from this source is much better than it was one year ago.

A steamer once a week will soon commence running, and when the benefits are fully realized in the country North and West of this point, we shall doubtless show an improved condition of business here as a consequence. The local business has increased beyond the expectation of the best friends of the Road.

Through travel has fallen off, as we all anticipated it would, after the several notices had been served on us that one set of through tickets after another would be discontinued, if changes were not made. It held up well until August and September, during which months we have lost all that has been lost during the year.

The location of this road, as a part of the great Sea Board line, can always command a large amount of the through travel, if proper facilities are furnished the traveller. If all the Companies forming the through lines were actuated by the same spirit, and guided by the same policy that governs

*NOTE.—Since the close of the fiscal year, a most unfortunate and unnecessary calamity has happened, by which the Conductor, Mr. Wm. H. Laspeyre, a most able, honest and efficient Conductor, lost his life, together with a young man, Mr. Comann, acting baggage master. This was caused by a freight train which was most recklessly run into the hind end of the passenger train, while the latter was standing at a station. As the whole conduct of the management of the freight train will be investigated under a criminal prosecution by the Courts of the State, further remarks are withheld.

this Company, viz : to make tickets as low per mile as experience should show was necessary to compete successfully with the Sea Steamers and all roads to share in this rate in proportion to their length—few lines in the South could command a larger income from this source. From the moment the *pro rata* principle in apportioning tickets was departed from, confusion and anarchy have reigned triumphant throughout the Southern Sea Board lines. Until this state of things is materially changed we can expect very little improvement in through travel.

We have been promised much increase in this branch of our business from the opening of new lines ;—none has yet been realized. When some of them are completed, it will be time enough to speculate upon their effects on our receipts.

WAREHOUSES AND STATION HOUSES.

A new warehouse (of brick) should be constructed at Wilson as soon as practicable, together with a suitable station house for passengers.

The old warehouse at that place is entirely too small for the present wants of the Company. It is not worth repairing and enlarging, but should be converted into a shed for lime, guano, &c.

The present ticket office is too small for the convenience and comfort of the Company's patrons at this growing and thrifty place. The receipts at this station have increased three-fold in five years.

Thorough repairs should be made to the warehouses at Joyner's, Black Creek, Nahunta, Dudley, Faison, and Warsaw. At the latter station, the warehouse should be enlarged. Station houses, with ticket offices, should be constructed at Joyner's, Black Creek, Dudley, Faison and Warsaw ; and small warehouses, with ticket offices and passenger rooms, should be erected at Pikeville, Mount Olive, Duplin Cross Roads, Leesburg and South Washington.

The most important of these should be completed during the current fiscal year.

I do not propose large or costly structures, but plain, neat

buildings to shelter passengers and freight when awaiting the trains. It is due to our customers, that these accommodations should be furnished, and they will, I doubt not, add to our receipts.

THE PURCHASE OF NEGROES.

In closing this report, allow me to call your attention to the great difficulty we have experienced during the past year in procuring a sufficient number of good, reliable freight train hands, to work those trains efficiently and economically.

This difficulty commenced with the calendar year, and still exists. Finding it impracticable to obtain slaves or free blacks, a resort was had to white men, but with few exceptions, they were found far inferior to slaves, or even the free blacks we had heretofore employed. They come into our service generally from necessity, and finding the labor much harder than they anticipated, leave us as soon as their most pressing wants are satisfied ; and most frequently at the very moment their services are most needed.

In view of these difficulties, I most respectfully recommend the purchase of at least twenty good able-bodied young negroes for trains and warehouses. In connection with this subject I will say, experience demands an entire re-organization of our freight trains.

It is impossible to run these trains by any "schedule" or "time table," in consequence of the very uncertain time they will be detained at any station, in loading and unloading freight.

Our system of carrying train hands (from six to ten) on each train to load up and unload, is generally unknown on Rail Roads at this time. The system grew up here from the kind of freight that was to be transported. Naval Stores were taken at any point on the line of the road, and it was impossible to load it in any way so economically as by this system.

That day has passed, our great staples now are Cotton, Wheat and plantation productions generally—with merchandize upward.

Most of the products of the soil are delivered at the warehouses where the merchandize is unloaded : hence the economy

safety, and above all, the expedition that will be given to our freight trains by the employment of one or two warehouse hands, at each principal station, to load up and unload the freight—cars being detached and left for the purpose,—then two or three hands on the trains for brakemen and to unload at small stations will be sufficient.

This change should be made on the first of January next, and I earnestly recommend it to your favorable consideration. This accomplished, and our freight trains may run with as much regularity and safety as the passenger trains.

The report of the Hospital Surgeon, together with the usual tables and statements, are herewith submitted.

To the officers and employees generally of the Company, my thanks are due for cheerful and efficient service during the past year.

Respectfully submitted.

S. L. FREMONT,

Chief Eng. & Sup't.

REPORT

Of the progress of Construction and Operations of Tarboro' Branch.

Hon. W. S. ASHE, *President,*

SIR:—In the last Annual Report I announced the completion of a contract with Messrs. Bisset & Birchett to build this Branch.

Operations were commenced at an early day, and the work was pushed on with commendable energy until the end of August; since which time there has been some delay in finishing the track and station buildings at Tarboro'. In conformity with the terms of the contract, we have been using the track, (though not entirely completed,) since the first of August, as far as Tarboro'.

The bridge over Tar river is not completed, and is consequently delaying the completion of the track beyond the river, but I hope to report to you before the Annual Meeting of the Stockholders, that this work has been so far completed that our trains can cross Tar river.

Under a supplemental contract, authorized by the Board of Directors, the contractors are making a permanent bridge over the river and low grounds adjacent, with piers of masonry.

When this Road shall have been fully completed, according to the terms of the contracts, it will compare favorably with any Road in the State, in point of permanency and finish.

The total amount paid to the contractors up to Sept. 30th, is	67,063 88
Leaving a balance due on the original contract of.....	63,190 12

Whole amount of original contract, less \$2 per ton difference on Rails,.....	\$130,254.00
Total amount paid on account of the construction of this Branch,.....	71,656 08

BUSINESS OF THE BRANCH.

The business of the Branch has been so far very good, both as to freight and passengers.

The receipts for August and September, being the first months operations, are,.....	1,605 19
The cost of operating for same period,.....	365 73

Nett income for two months,.....	\$1,239 46
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Of course this statement does not show a full *average* of the business, nor the expenses for the year, yet it gives some idea of the business that first presented itself.

If we are not greatly deceived in the probable business of this Branch—judging by this beginning and the resources of the country contiguous to it, we may safely calculate, I think, that it will pay the expenses of operating, and not less than 6 per cent on its cost. Of course the business it will bring to the main stem will be the great object accomplished by its construction.

Respectfully submitted.

S. L. FREMONT,
Chief Engineer.

Office Chief Engineer, }
October 20, 1860. }

NOTE.—*The number of Bales of Cotton hauled over the Branch for the past two months, are as follows:*

September, to	Wilmington.....	26 Bales.	
"	" Petersburg, Va.....	73 "	—99
October, to	Wilmington.....	790 "	
"	" Petersburg, Va.....	310 "	
"	" Norfolk, Va.....	325 "	—1,425
Total number of Bales hauled.....		1,524	
Total to Wilmington.....		816 Bales.	
" " Weldon.....		708 "	

This is only the beginning of the Cotton season. One extra train has been sent to Tarboro' for Cotton in November, and there is every probability of its requiring such a train, at least once a week, for the balance of the season, besides the daily Branch train.

Nov. 5th, 1860.

REPORT OF THE HOSPITAL SURGEON.

S. L. FREMONT, Esq., Eng. & Supt. W. & W. R. R.

SIR :—Allow me to present a report of the cases treated at the Company's Hospital, during the last Summer :

NO. CASES.		NO. CASES.	
Pneumonia,	7	Orchitis,	2
Minor Surgery,	31	Dengue,	5
Fracture of Scull,	2	Phlegmon,	3
Intermittent Fever,	40	Paronychia,	2
Pleurodynia,	8	Lumbago,	10
Catarrhal Fever,	27	Gravel,	1
Vertigo,	4	Abscess,	4
Rheumatism,	24	Billious Fever,	50
Tonsilitis,	4	Suppression of Urine,	2
Inflammation of eyes,	5	Hypochondria,	1
Diarrhœa,	12	Measles,	2
Typhoid Fever,	1	Enlargements of Spleen,	2
Inflammation of Brain,	1	Colic,	14
Neuralgia,	10	Syphilis,	6
Constipation of Bowels,	11	Gonorrhœa,	4
Hæmorrhoids,	3	Dysentery,	10
Scurvy,	1	Bronchitis,	1
Urticaria,	1	Tetter,	2
Hæmorrhage of Bladder,	1	Dyspepsia,	2
Plueurisy,	1	Cholera Morbus,	3
Carbuncle,	1	Crick of the Neck,	3
Burns,	1		
		Total,	325

There has been but one death in the Hospital during the year.

Respectfully, your ob't serv't.,

JAS. F. McREE, JR.,

Hospital Surgeon.

HOSPITAL, W. & W. R. R. Co.,
Nov. 1st, 1860.

A STATEMENT

*Of the value of Company's Property of every kind on hand the
30th day of September, 1860.*

ROAD.

For Roadway, Bridges, Warehouses, Wood Sheds, Water Stations, &c., except at Wilmington, Weldon and Goldsboro', 161½ miles of main track at \$16,000.....	\$2,584,000 00
One-half of the Ware House at Weldon.....	1,800 60
One-third of the Passenger Station at Weldon.....	3,000 00
Wood Shed (one-half Water Station,) and Engine House at Weldon.....	1,000 00
One-half of the Ware House at Goldsboro',.....	6,000 00
One-third of Depot Shed " ".....	1,500 00—\$2,597,300 00

DEPOTS AND SHOPS.

Shops, Depot Sheds, Ware Houses, and other buildings at Wilmington,.....	75,000 00
Lands, including Wharves and "Love Grove" at Wilming- ton,.....	100,000 00
Lands at Burgaw,.....	750 00
One-half of the Steamer "Hartlee,".....	10,000 00
Eleven Negroes—mechanics and laborers,.....	13,500 00
	\$199,250 00

ROLLING STOCK.

Locomotives, (26)	136,200 00
Coaches and Cars, (182).	109,300 00—\$245,500 00

MACHINERY AND TOOLS.

In Finishing Shop,.....	15,189 05
In Foundry,.....	843 50
In Blacksmith Shop,.....	2,682 00
In Coppersmith Shop,.....	259 20
In Boiler Shop,.....	245 25
In Car Shop,.....	1,440 00
In Paint Shop,.....	114 90
	—\$20,773 90

VALUE OF MATERIALS.

Iron, Copper, Tin, Coal, Castings, old Wheels and Axles, Lumber, Yellow Pine, Oak and Poplar, Paints, Oil, &c..	4,699	27
Wood on hand, 2,275 cords, at \$1 50 per cord,.....	3,412	50
Cross Ties on hand, 8,904, at 30 cents each,.....	2,671	20
Bridge Timber on hand, 82,011 feet, at \$3 per M.,.....	656	03
Lumber sawed, 25,000 feet, at \$15 per M.,.....	375	00
	\$11,814	05

TOOLS BELONGING TO ROAD REPAIRS.

Spades, Shovels, Axes, Hand Cars, Carpenters' Tools, &c.	1,950 00
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Total value of Company's property, Sept. 30th, 1860,.....	3,076,587 95
“ “ “ “ “ Sept. 30th, 1856,.....	2,858,737 57

Increased value in four years.....	\$217,850 38
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To the value.....	\$3,076,587 95
Add 15 miles of Branch, at \$8,000 per mile.....	120,000 00

Total value of Main Stem and Branch,.....	\$3,196.587 95
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S. L. FREMONT,
Eng. & Sup't.

A STATEMENT

*Showing the Gross Receipts for five years from October 1st,
1855, to September 30th, 1860.*

Years.	Through Passengers.	Way Passengers.	Freight.	U. S. Mails.	From mis- cellaneous sources.	Total Receipts.
1856.	162,341 80	103,408 95	154,158 17	48,600 00	5,840 46	479,349 38
1857.	177,549 71	103,365 05	157,451 22	48,600 00	7,542 58	494,508 56
1858.	136,857 61	96,529 75	157,832 47	48,600 00	6,763 47	446,583 30
1859.	144,630 75	109,795 37	161,666 72	48,600 00	12,861 91	477,554 75
1860.	133,896 36	118,347 72	185,204 44	48,600 00	14,161 05	500,209 57
Total...	\$755,276 23	\$536,446 84	\$816,313 02	\$243,000 00	\$47,169 47	\$2,398,205 56

TOTAL EXPENDITURES FOR THE SAME PERIOD.

Average Annual Receipts and Expenses of operating for five years.	Years	Cost of op- erating the Road.	" Construc- tion " new buildings, filling trees, &c., Improvements.	Total Expenditur's
Average gross receipts,.....	1856.	236,635 50	37,260 20	273,895 70
" expenses of operat'g	1857.	225,502 22	69,829 68	295,331 90
" nett receipts,.....	1858.	221,141 30	27,377 07	248,518 37
	1859.	226,931 22	15,422 53	242,353 75
	1860.	253,714 94	71,623 62	325,338 56
		\$1,163,925 18	\$221,513 10	\$1,385,438 28

Average annual Expenditures for improving Company's property,.....\$44,302 62

The nett profits are $18\frac{1}{2}$ per cent. on Capital Stock, or on Capital and Bonded Debt, say \$2,000,000, about $12\frac{1}{2}$ per cent. And over all expenses the profits on Capital Stock have been 15 $\frac{1}{5}$ per cent.

S. L. FREMONT,
Engineer and Sup't.

REPORT

Of new Rails laid, Wood consumed, and Materials used in construction during the fiscal year ending 30th of Sept., 1860.

44,764	Sills,	
58,459	feet Stringers	Timber, B. M.
93,775	" Braces	" "
270,238	" Trestle	" "
28,440	" Plank and Scantling,	
5,569	cords Wood, 4 ft. long,	and other than that contracted for at Stations.
1,934	new Rails	laid.

JOHN CRONE,
Road Master.

RETURN OF COACHES AND CARS

On the Wilmington and Weldon Rail Road, Sept. 30th, 1860.

10	Coaches in good order,	\$20,000 00
4	" " fair "	6,000 00
2	" " Shop undergoing repairs,	2,000 00
5	Conductors' Cars, in good order,	4,000 00
5	Second Class " " " "	4,000 00
6	Baggage and Mail Cars, in good order,	5,000 00
60	Box Freight " " " "	36,000 00
15	" " " " fair "	7,500 00
24	Flat Cars, new,	13,000 00
26	" " much worn,	7,800 00
20	Gravel Cars,	3,750 00
5	Old " "	250 00
Total value of Coaches and Cars,		\$109,300 00

RECAPITULATION.

Whole number of Coaches,	16
" " " Second Class and Baggage Cars, &c.,	11
" " " Freight Cars, (box,)	80
" " " " (flat,)	50
" " " Gravel "	25

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F. McMILLAN,
Master Mechanic.

CONSOLIDATED REPORT OF THE SERVICE OF LOCOMOTIVES

On the Wilmington and Weldon Rail Road, for the year ending September 30th, 1860, with the Engineers arranged in the order of general merit, as regards skill, sobriety, economy and industry.

NAMES OF ENGINEERS.	ORDER OF MERIT OF Engineers as to their qualifications.				NAMES OF LOCOMOTIVES.		No. of miles run.	No. of cars hauled.	No. of days in service.	No. of days laid up by schedule.	No. of days laid up for repairs.	Cords of Wood consumed.	Gall's of Oil used.	Lbs. of cotton waste used.	Lbs. of tallow.	Cost of fuel.
	Skill, -----	Sobriety,--	Economy,--	Industry, -	PASSENGER ENGINES.	BUILDERS.										
G. W. Tarleton,-----	22				Orange,-----	Man. L. Works,-----	18,214	882	169	38	37	267½	75½	165	30	416 78
Charles McQuestion,-----	23				Wilmington,-----	do,-----	26,695	1,201	248	52	16	378½	118	247	81	597 71
C. H. Rice,-----	24				Gov. Briggs,-----	do,-----	23,218	1,053	215	43	4	346½	87	198	78	541 15
William A. Graham,-----	17				President,-----	R. Norris & Son,-----	27,311	1,243	264	52	---	443½	128	240	---	708 70
D. F. Barnett,-----	18				Express,-----	do,-----	24,338	1,161	258	36	45	413	32	231	69	649 14
William Paul,-----	21				Alex. McKee,-----	Company's Shops,-----	22,340	997	213	46	11	347	96	213	99	643 64
George Fraley,-----	9				Weldon,-----	Norris & Bro's,-----	9,949	979	128	54	3	248	47	146	57	391 29
J. W. Hollister,-----	25				P. K. Dickinson,-----	M. W. Baldwin & Co,-----	22,766	996	205	55	---	336½	98½	297	---	528 98
J. H. Stratton,-----	26				Gov. Ellis,-----	do,-----	22,753	944	216	48	---	337	98½	227	107	536 79
William H. Grant,-----	19				Goldsboro,-----	M. W. Baldwin,-----	1,396	56	13	2	---	25½	10	12	---	40 80
					FREIGHT ENGINES.	TOTAL,-----	199,580	9,512	1,925	426	116	3,144½	930½	1,886	521	\$4,948 98
H. Hughes,-----	14				Director,-----	Norris & Bro's,-----	14,843	1,116	162	34	11	596½	69	180	44	464 21
James Knight,-----	15				Quickstep,-----	do,-----	10,332	925	123	35	---	285½	45	98	12	441 24
W. A. Gill,-----	20				Gulford,-----	M. W. Baldwin,-----	20,408	3,474	248	20	---	490½	83	139	38	770 41
G. Beasley,-----	12				Merchant,-----	do,-----	16,615	1,007	92	30	---	303	38	87	38	521 50
W. C. Corbett,-----	13				Industry,-----	do,-----	10,208	1,723	132	53	26	383½	60½	127½	54	599 30
G. Dealey,-----	4				W. H. Haywood,-----	Barrett & Sampson,-----	14,290	360	50	19	---	169	13	61	---	163 51
W. L. Trask,-----	27				Gilbert Potter,-----	M. W. Baldwin & Co,-----	10,784	2,772	143	51	---	350	82½	156½	39½	560 40
A. W. Tolerman,-----	28				E. F. Hall,-----	Kogois,-----	8,308	2,249	106	51	---	327½	71½	125	50	523 40
					Total,-----		85,848	13,636	1,956	293	138	2,447½	464½	974	275½	\$3,843 97
					Grand Total,-----		305,428	23,148	2,981	719	254	5,596½	1,401½	2,860	796½	\$8,792 95

CONSOLIDATED REPORT OF LOCOMOTIVES--CONTINUED.

REMARKS.													
Running order.													
Running order.													
Present value of Locomotives.													
Total cost of Engines for the year.													
Total cost per mile run													
Cost per mile for repairs, in cents.													
Cost per mile for oil, tallow & waste, in cents													
Cost per mile for fuel, in cents.													
Paid to Firemen...													
Paid to Engineers..													
Cost of Repairs from accident.													
Cost of Repairs.....													
Cost of Cotton Waste.													
Cost of Tallow.....													
Cost of Oil.....													
No. of Locomotives.													

CONSOLIDATED REPORT OF LOCOMOTIVES.—CONCLUDED.

No. Locomotives.	Names of Locomotives.	Names of Builders.	Present value.	REMARKS.
6	*J. K. Polk,.....	M. W. Baldwin,.....	1,000 00	Running order.
7	*Perseverance,	" "	1,500 00	" "
10	*North Carolina,	" "	1,500 00	" "
1	*Brunswick,.....	William Norris,.....	1,000 00	" "
8	*J. M. Morehead,.....	Company's Shops,.....	700 00	" "
11	*Farmer,.....	Norris & Brothers,.....	4,000 00	Laid up for repairs.
3	J. C. Calhoun,.....	M. W. Baldwin,.....	1,000 00	" "
5	E. B. Dudley,.....	Burr, Pea & Sampson,.....	1,000 00	Re-building.
			\$11,700 00	

RECAPITULATION.

10	Engines, Passenger,.....	Valued at \$76,500 00
10	" Freight,.....	" 46,200 00
1	" Gravel Train,.....	" 1,500 00
1	" Yard,.....	" 1,000 00
1	" Supply,.....	" 1,000 00
2	" Repairing,.....	" 5,000 00
1	" Re-building,.....	" 1,000 00
	Total,.....	\$132,200 00

Total number of miles run by Passenger Engines,..... 199,580
 " " " Freight "..... 105,848

FRANCIS McMILLAN,
Master Mechanic.
S. L. FREMONT,
Chief Eng. and Supt.

*These Engines together ran..... 13,273 miles.
 Which, added to mileage..... 305,428
 Gives the whole mileage made by all trains..... 318,701

A COMPARATIVE STATEMENT

Of the principal articles of Freight delivered from and received for transportation at Wilmington for the last SEVEN fiscal years.

Fiscal years.	Bacon Lbs.	Corn bushels.	Cotton bales.	Flour Bbls.	Rosin Bbls.	Spirits of Turp't. Bbls.	Crude Turp't. Bbls.	Tar Bbls.	Wheat Bushels
1854	493,703	15,845	2,541	245	85,225	30,422	12,478	6,930	86
1855	521,936	17,378	7,650	2,781	84,541	34,038	17,935	8,397	116
1856	518,738	29,384	7,435	9,584	60,047	30,419	19,905	10,674	57,678
1857	369,046	2,045	8,554	10,622	69,551	28,103	12,875	4,470	59,566
1858	141,810	11,817	8,683	10,800	76,098	28,877	19,712	2,173	80,550
1859	271,780	19,461	10,782	10,591	61,524	26,934	24,170	10,038	51,214
1860	377,082	8,448	15,893	10,847	52,857	22,754	18,056	7,732	6,798

Comparative Statement of the same Articles received at Weldon.

1854	6,050	628	4,547	25	28,663	1,299	991	4	1,110
1855	5,490	8,429	5,925	2,210	15,723	675	786	316	2,936
1856	8,840	2,554	5,500	5,500	13,383	112	-----	349	9,832
1857	3,836	7,811	4,400	9,616	18,125	174	-----	21	12,045
1858	3,537	730	10,375	3,265	17,541	182	-----	-----	3,745
1859	3,298	902	12,771	2,361	14,698	326	34	1	898
1860	2,528	4,265	15,363	368	10,716	569	-----	-----	618

Total Amount Received at Wilmington and Weldon.

1854	499,812	15,973	7,088	270	118,888	31,712	13,469	6,944	1,196
1855	527,426	25,807	13,575	4,991	100,244	34,713	18,721	8,798	3,052
1856	527,578	31,918	12,935	15,084	73,430	30,531	19,005	11,028	67,510
1857	372,882	9,866	12,954	20,248	87,676	28,277	12,875	4,491	71,611
1858	650,347	12,547	19,058	14,065	93,639	29,059	19,712	2,173	84,295
1859	275,078	20,363	23,553	12,952	76,222	27,060	24,204	10,039	52,112
1860	379,610	12,713	31,256	11,215	63,573	23,323	18,056	7,732	7,416

Monthly Statement of same received at Wilmington from 1st October, 1858, to 30th September, 1860.

1859									
October,	20,448	2,074	1,711	741	3,494	2,123	1,851	243	618
Nov'r.,...	12,048	706	4,425	480	3,109	1,951	2,561	364	2,370
Dec'r.,...	5,968	1,968	3,225	770	3,322	1,991	1,844	1,889	758
1860									
Jan'y.,...	33,084	86	2,370	547	4,661	1,481	447	735	526
Febr'y.,...	63,132	612	2,649	503	3,386	1,805	2,470	1,805	134
March,...	56,036	144	845	1,209	9,709	1,925	1,497	1,464	264
April,...	61,292	38	260	968	3,959	1,174	847	759	250
May,...	33,158		166	1,083	4,476	1,749	961	178	154
June,...	17,200	294	71	1,101	4,026	2,415	2,111	88	50
July,...	21,920	28		767	4,855	2,310	1,229		602
August,...	38,212		40	677	4,913	1,722	1,211		806
Sept.,...	14,588	2,498	131	1,101	2,947	2,108	1,027	157	266
	377,082	8,448	15,893	10,847	52,857	22,754	18,056	7,732	6,798

Monthly Statement of same received at Weldon from 1st October, 1859, to 30th September, 1860.

1859									
Oct'r.,...	250	-----	2,437	30	404	16	-----	-----	108
Nov'r.,...	-----	-----	4,003	6	299	17	-----	-----	-----
Dec'r.,...	-----	-----	2,238	77	797	23	-----	-----	-----
1860									
Jan'y.,...	-----	-----	2,721			69	-----	-----	20
Febr'y.,...	-----	-----	2,136	32	1,213	61	-----	-----	-----
March,...	198	-----	653	42	2,509	23	-----	-----	12
April,...	-----	252	273	4	752	39	-----	-----	38
May,...	-----	684	251	53	783	82	-----	-----	48
June,...	620	2,354	109	32	970	108	-----	-----	44
July,...	853	775	1	72	1,110	53	-----	-----	-----
August,...	452	100	88	13	771	51	-----	-----	-----
Sept.,...	164	100	453	8	1,108	27	-----	-----	348
	2,528	4,265	15,363	368	10,716	569	-----	-----	618

STATEMENT,

Showing the number of Bales of Cotton hauled over the Road during the fiscal year ending September 30th, 1860, showing number of Bales from each Station, and where delivered.

STATIONS.	Oct. 1859.	Novr. 1859.	Decr. 1859.	Jan'y. 1860.	Feb. 1860.	March 1860.	April 1860.	May 1860.	June 1860.	July 1860.	Aug. 1860.	Sept. 1860.	Delivered in Wilmington.	Delivered in Weldon.	Total carried over the road.
Magnolia, .....	.....	.....	2	.....	26	1	.....	.....	1	.....	.....	.....	30	.....	30
Warsaw,	23	54	94	114	131	36	.....	.....	.....	.....	.....	12	471	.....	471
Faison,	33	153	85	71	105	38	72	91	.....	.....	39	6	698	.....	698
Mount Olive,	46	64	111	63	89	25	120	.....	.....	.....	.....	29	547	.....	547
Dudley,	33	100	124	66	73	3	.....	.....	.....	.....	.....	24	423	.....	423
Everettsville,	34	168	37	51	.....	.....	.....	.....	.....	.....	.....	10	300	.....	300
Goldsboro',	725	1,752	1,023	1,287	940	213	103	35	.....	.....	.....	26	6,103	.....	6,104
Nabunta,	189	280	379	101	179	103	.....	2	16	.....	.....	6	1,240	.....	1,255
Black Creek,	181	447	504	83	305	196	46	.....	.....	.....	.....	19	1,383	.....	1,781
Wilson,	303	704	337	350	351	89	170	81	56	1	.....	19	874	.....	2,469
Joyner's,	406	640	277	397	165	106	1	49	2	.....	8	96	845	.....	2,146
Rocky Mount,	567	1,077	8-2	1,022	845	344	10	62	33	.....	1	195	1,993	.....	3,030
Battleboro',	442	1,029	626	419	589	77	28	2	.....	.....	29	102	530	.....	3,343
Whitaker,	135	329	56	231	190	28	.....	60	.....	.....	.....	10	107	.....	1,039
Enfield,	869	1,324	784	774	399	140	81	40	16	.....	.....	47	248	.....	4,514
Hallfax,	129	304	169	233	241	12	4	.....	.....	.....	10	6	96	.....	1,108
Total,	4,120	8,425	5,490	5,262	4,628	1,411	642	412	124	1	134	607	15,893	15,363	31,256

Dr. Statement of the Affairs of the Wilmington & Weldon R. R.

Cost of Real Estate, Construction and Re-construction of Road, Station and Warehouses, Bridges and Ferry Boat,.....	\$2,855,473 41
“ 12 Negro Slaves,.....	\$13,750 00
Amount paid for Bonds State of North Carolina—par value \$16,000,.....	15,867 05
Stock of the Wilmington & Manchester Rail Road Company,.....	100,000 00
“ “ Wilmington & Weldon R. Road Co. purchased,.....	3,850 00
“ “ Washington & New Orleans Telegraph Co.,... ..	3,150 00—133,617 05
Amount paid on account subscription to Ocean and C. F. Steam Navigation Company,.....	12,000 00
“ paid on account construction Tarboro' Branch R. R.	67,063 88
Cost of Transportation, materials and laborers, Tarboro' Branch,	4,592 20—71,656 08
Amount of Bills Receivable,.....	4,657 35
“ due from Post Office Department,.....	12,150 00
“ “ Agents,.....	15,522 07
“ “ Companies and individuals,.....	14,699 58—47,029 00
Counterfeit and uncurrent money on hand,.....	1,120 54
Cash in London to pay interest,.....	13,303 23
“ “ Raleigh “ “	75 00—13,378 23
“ on hand,.....	21,478 85
	<u>\$3,158,753 16</u>

WILMINGTON, N. C., Sept. 29th, 1860.

EXHIBIT,

Dr. Showing the Business of the Wilmington & Weldon Rail

1859.	
Sept. 30—Cash on hand, and in Banks to pay interest, &c.,...	\$55,678 55
“ Amount of Bills Receivable,.....	2,070 75
“ “ due from Post Office Department,.....	36,450 00
“ “ “ “ Agents,	10,855 24
“ “ “ “ Companies and individuals,....	12,865 26—117,919 80
1860.	
Sept. 30—Amount received on account subscriptions to capital stock, Tarboro' Branch,.....	59,646 70
“ “ received interest on State Bonds,.....	720 00
“ “ “ for State Bonds sold,.....	4,035 45
“ “ “ from transportation freight and passengers on Tarboro Branch,	1,156 14
“ “ “ from transportation, freight, mails, &c., for 12 months to date,....	500,209 57—565,767 86
	<u>\$683,687 66</u>

WILMINGTON, N. C., Sept. 29th, 1860.

Co., from the commencement of the work, to Sept. 30, 1860. Cr.

Amount received from Capital Stock,.....		\$1,340,213 21
“ “ “ “ Tarboro' Branch,....		59,646 70
Mortgage Bonds payable in England,.....	443,555 56	
Sterling Bonds issued in 1858,.....	144,000 00	
Bonds endorsed by State of North Carolina, payable \$50,000 on 1st January, 1861, 1862 and 1863, each,.....	150,000 00	
Bills payable,.....	62,135 52	
Unpaid dividends,.....	7,146 50	
Due on Pay Rolls,.....	7,764 93	
“ Negro Bonds,.....	34,806 48	
“ sundry individuals and Companies,.....	12,554 01	861,963 00
Profit and Loss account,.....		896,930 25

\$3,158,753 16
JAMES S. GREEN, *Treasurer.**Road Company, for the year ending 30th Sept., 1860. Cr.*

1860.		
Sept. 30—Current Expenses of Road this year,.....		325,338 56
Decreased debt of Company,.....		31,483 97
Interest and premium on Exchange paid this year,.....		54,794 97
Dividends No. 16 and 17,.....		106,316 00
Paid on account construction Tarboro' Branch,.		71,656 03
“ “ subscription to Cape Fear and Ocean Steam Navigation Company,.....		12,000 00
Amount Bills Receivable,.....	4,657 35	
“ Due from Post Office Department,.....	12,150 00	
“ “ Agents,	15,522 07	
“ “ Companies and Individuals,..	14,699 58	47,029 00
Counterfeit money taken this year,.....		212 00
Cash in London to pay Interest,.....	13,303 23	
“ “ Raleigh “ “	75 00	13,378 23
“ on hand,.....		21,478 85
		\$683,687 66

JAMES S. GREEN, *Treasurer.*

ANNUAL STATEMENT

Of Expenditures for the year ending September 30th, 1860.

TRANSPORTATION DEPARTMENT.												
MONTH.	LOCOMOTIVES.				COACHES AND CARS.				Station Expenses.	Fuel.	Oil and Waste.	Pay—Engineers, Conductors, Firemen and Train Hands.
	Cost of New Engines and Machinery, &c., for Shops.	Cost of Materials for repairs	Pay of Superintendent and Machinists	TOTAL.	Cost of New Coaches and Cars and Machinery and Tools for Shops.	Cost of Materials for repairs and Workmen.	Pay of Master Carpenter	TOTAL.				
1859.												
October...	161 45	186 00	2,185 53	2,532 98	.....	487 60	910 85	1,398 45	2,351 02	827 39	13 03	2,429 43
November	16,908 00	1,575 86	2,101 11	20,584 97	.....	575 06	890 46	1,465 52	1,276 53	1,280 70	105 62	2,422 82
December	.....	1,066 86	2,012 55	3,079 41	.....	1,057 99	1,036 34	2,094 33	2,872 20	1,704 14	687 81	2,658 86
1860.												
January...	8,850 00	366 94	2,360 44	11,577 38	.....	600 64	710 44	1,311 08	2,061 62	1,226 36	407 45	2,750 06
February...	.....	218 74	2,249 30	2,468 04	.....	269 35	743 94	1,013 29	1,862 38	2,107 05	110 45	2,888 90
March...	8,850 00	1,260 46	2,423 44	12,533 90	.....	833 38	829 07	1,662 45	2,375 39	1,318 21	958 89	2,973 68
April...	.....	1,611 72	2,204 82	3,816 54	.....	4,041 32	843 06	4,884 38	2,113 26	1,531 29	4 20	2,775 77
May...	.....	86 79	2,268 16	2,354 95	.....	828 81	847 72	5,368 16	2,744 09	1,245 18	293 96	2,684 78
June...	.....	1,214 86	2,006 85	3,221 65	.....	115 31	746 36	861 67	1,839 35	1,062 14	417 49	2,730 85
July...	.....	1,128 92	1,888 05	3,016 97	.....	632 57	671 74	9,376 75	2,731 12	834 93	247 12	2,468 50
August...	824 00	45 18	2,040 93	2,910 11	.....	2,173 54	874 31	3,047 85	2,203 17	949 71	168 91	2,622 46
September	.....	206 46	3,632 05	3,838 48	.....	2,652 72	3,122 58	5,775 30	4,671 83	1,646 39	532 77	5,687 12
	\$35,593 45	\$8,968 67	\$27,373 26	\$71,935 38	\$11,764 07	\$14,268 29	\$12,226 87	\$38,259 23	\$29,132 00	\$15,733 49	\$3,947 70	\$15,102 23

ANNUAL STATEMENT—CONTINUED.

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Transportation Department.				DEPARTMENT OF ROAD REPAIRS.					Salary President, Treasurer, Superintendent & Engineer and Agents at Wilmington and Weldon.		Incidental Expenses.	AGGREGATE
DATE.	Subsistence and Clothing.	Loss and Damage.	GRAND TOTAL.	Pay of Road and Section Masters, Road Carpenters & Laborers.	Subsistence and Clothing.	Cost of timber for Bridges, Trestle Work, Dwellings for Section Masters & Laborers.	Cross-ties, Spikes and Chairs.	Iron Chairs.	TOTAL.			
1859												
October ..	356 28	42 17	9,980 75	1,611 10	340 04	435 38	1,253 33	97 57	3,437 42	1,050 00	555 00	15,023 17
November ..	270 61	21 45	27,428 22	1,874 54	270 63	54 83	721 24	4 858 09	7,779 33	775 00	151 75	36,134 30
December ..	926 82	36 80	14,060 37	2 065 46	926 86	114 83	525 85	1,555 21	5,188 21	833 33	492 15	20,574 06
1860												
January ..	229 88	9 00	19,572 83	2,305 95	229 90	508 38	1,468 86	.....	4,313 09	833 33	567 71	25,486 96
February ..	591 71	3 85	11,045 67	1,715 81	591 71	304 93	1,534 99	27 52	4,174 96	833 33	452 80	16,506 76
March ..	580 05	40 80	22,443 37	1,429 01	580 05	2,295 49	1,700 56	.....	6,005 11	833 34	310 69	29,592 51
April ..	552 04	29 98	15,707 46	1,939 78	552 04	398 39	908 55	7,712 24	11,511 00	833 34	898 50	28,950 37
May ..	624 36	131 74	15,447 22	1,573 07	624 37	618 03	1,462 91	5,972 30	10,250 68	833 33	6,591 88	33,123 11
June ..	349 21	450 81	10,942 21	1,517 10	349 21	490 00	1,227 44	5,277 15	8,860 93	833 34	58 50	20,694 98
July ..	753 05	139 32	19,567 76	1,396 27	718 08	565 48	814 52	9 985 14	13,479 49	833 34	826 83	34,707 42
August ..	219 18	1,657 75	13,779 14	1,482 39	219 19	40 75	945 29	1,565 23	4,252 85	833 33	1,424 08	20,289 40
September ..	43 00	36 84	22,231 73	19,014 00	37 00	752 21	438 02	489 99	20,731 22	833 34	459 30	44,255 59
	\$5,496 19	\$2,600 51	\$202,206 73	\$37,924 48	\$5,439 11	\$6,278 70	\$13,001 56	\$37,540 41	\$100,184 29	\$10,158 35	\$12,789 19	\$325,338 56

ANNUAL COMPARATIVE ABSTRACT OF RECEIPTS.

YEAR.	PASSENGERS.				Way.	Amn't Way Passengers.	Am't. R. R. Freight.	Mail, &c.	Miscella- neous.	TOTAL.
	THROUGH.		Amount	Thro. Pass.						
	SOUTH.									
	NORTH.									
1847	6,041½	6,671½	140,959 25	25,396½	53,481 62	48,761 52	77,209 44	.....	331,480 20
1848	5,517½	5,935¾	113,078 22	28,372	53,092 04	51,534 54	87,288 10	.....	317,459 50
1849	5,677¾	5,529¾	108,962 96	27,575	50,173 98	57,014 81	85,029 16	.....	310,397 60
1850	11,277	10,448¾	193,706 67	31,806	62,382 62	71,051 26	80,954 81	.....	422,325 12
1851	10,547½	11,361½	195,509 68	39,085	75,350 61	93,348 93	116,626 36	.....	497,219 41
1852	10,908½	11,204	200,425 02	49,542	98,935 10	110,194 09	82,063 99	.....	510,038 72
1853	11,776½	12,512	214,135 02	64,068	138,143 40	112,582 23	86,424 35	.....	568,890 67
1854	14,869½	13,777½	151,034 31	71,620	132,511 51	130,463 57	83,296 66	.....	482,850 62
1855	15,828½	17,670	151,377 95	68,644	98,594 59	142,348 72	51,672 80	.....	441,991 06
1856	16,584½	18,744½	162,341 80	72,790	108,408 9	155,158 17	50,984 72	.....	475,893 64
1857	16,664½	20,983½	177,549 71	64,435	103,365 05	157,451 22	48,600 00	4,253 62	491,219 60	
1858	10,066½	18,637½	136,857 61	59,312	96,529 75	157,832 47	48,600 00	4 4 5 62	444,275 45	
1859	11,654½	16,310½	144,630 75	63,498	109,795 37	161,666 72	48,600 00	12,861 91	477,554 75	
1860	11,036	14,559½	133,896 36	81,051	118,347 72	185,204 44	48,600 00	14,161 65	500,209 75	

ANNUAL COMPARATIVE ABSTRACT OF EXPENDITURES.—TRANSPORTATION DEPARTMENT.

LOCOMOTIVES.				COACHES AND CARS.				Pay of En- gineers, Conduc- tors, Fire- men and Train Hands.			
DATE.	TOTAL.	Cost of New Engines, Ma- chinery, &c., for shops.	Cost of Ma- terials for Repairs.	Pay of Su- perintendent and Machin- ists.	TOTAL.	Cost of Ma- terials for Repairs.	Pay of Mas- ter Carpen- ter and Workmen.	Station Expenses.	Fuel.	Oil and Waste.	TOTAL.
1847	\$11,235 77	.....	.....	.....	\$9,160 40	.....	.....	37,546 69	.....	.....	.....
1848	13,580 57	.....	.....	.....	18,954 39	.....	.....	43,337 17	.....	.....	.....
1849	20,663 93	.....	.....	.....	11,373 00	.....	.....	40,249 27	.....	.....	.....
1850	30,740 71	.....	.....	.....	19,587 81	.....	.....	48,688 51	.....	.....	.....
1851	29,430 51	.....	.....	.....	21,447 20	.....	.....	57,905 83	.....	.....	.....
1852	30,426 36	.....	.....	.....	18,625 50	.....	.....	70,807 23	.....	.....	.....
1853	37,644 95	.....	.....	.....	35,468 27	.....	.....	82,120 51	.....	.....	.....
1854	44,434 82	.....	.....	.....	37,303 08	.....	.....	96,516 15	.....	.....	.....
1855	46,309 94	.....	.....	.....	34,216 96	.....	.....	110,058 29	.....	.....	.....
1856*	23,837 14	9,947 01	14,866 54	48,891 88	39,721 27	14,344 60	14,344 60	24,933 15	22,461 09	8,209 21	35,991 76
1857	24,382 31	10,066 93	1,762 72	50,706 23	16,146 07	14,086 29	16,146 07	27,710 34	22,930 91	6,613 46	32,098 24
1858	26,108 66	37,287 63	.....	37,287 63	13,865 16	14,086 29	13,865 16	33,575 12	18,594 86	4,460 13	34,148 84
1859	23,209 92	7,353 89	304 00	31,018 81	11,761 73	13,865 16	11,761 73	31,260 76	15,687 68	4,423 56	33,112 64
1860	27,373 26	8,998 67	11,764 07	71,935 38	12,226 87	14,268 29	12,226 87	29,132 00	15,733 49	3,947 70	15,102 23

ANNUAL COMPARATIVE ABSTRACT OF EXPENDITURES--CONTINUED.

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TRANSPORTATION DEPARTMENT—CONTINUED.				DEPARTMENT OF ROAD REPAIRS.				AGGREGATE.			
DATE.	Subsistence and Clothing.	Loss and Damage.	GRAND TOTAL.	Pay of Road and Section Masters, Road Carpenters and Laborers.	Subsistence and Clothing.	Cost of timber for Bridges, trestle-work, & Dwellings for Section Masters and Laborers.	Cross Ties.	Iron Spikes & Chairs.	TOTAL.	Salary of President, Treasurer, Superintendent, Engineer &c.	Incidental Expenses.
1847	.....	.....	\$57,942 86	28,787 92	7,740 32	44,350 29	.....	.....	\$2,479 03	.....	573 43
1848	.....	.....	75,872 13	25,800 52	8,029 60	67,341 95	.....	.....	101,172 11	.....	210 68
1849	.....	.....	72,286 20	27,130 66	6,592 88	42,191 25	.....	.....	75,914 79	.....	191 91
1850	.....	.....	99,017 03	25,112 24	10,124 99	36,736 69	.....	.....	71,973 92	.....	241 42
1851	.....	.....	108,783 54	26,855 28	10,862 92	7,888 98	.....	.....	45,607 18	.....	247 30
1852	.....	.....	119,859 09	22,486 86	11,168 62	20,192 33	.....	.....	53,847 81	.....	172 21
1853	.....	.....	155,233 73	23,282 13	9,571 38	12,201 31	.....	.....	45,054 82	.....	365 62
1854	.....	.....	178,254 05	31,147 12	6,945 20	16,774 26	.....	.....	54,866 58	.....	200 76
1855	.....	.....	190,585 19	31,819 03	13,051 13	32,962 86	.....	.....	77,833 02	.....	200 76
1856*	5,699 70	786 21	186,694 27	33,444 06	8,370 67	7,237 29	18,333 25	3,382 30	70,767 57	13,738 94	400 02
1857	8,446 84	2,307 65	182,838 75	43,465 75	8,508 51	6,783 31	19,078 96	19,276 98	97,113 51	13,536 93	2,694 92
1858	7,921 74	3,324 67	160,729 45	38,176 97	7,877 55	8,015 39	20,765 92	793 69	75,629 52	8,475 00	1,842 71
1859	6,421 82	3,319 04	150,718 25	35,443 91	6,466 56	5,692 03	14,114 00	15,900 35	77,616 85	8,500 01	3,684 40
1860	5,496 19	2,600 51	202,206 73	37,924 48	5,439 11	6,278 70	13,001 56	37,540 44	100,184 29	10,158 35	5,518 37
											12,759 19
											325 338 56

*This Abstract was changed to its present form in the Fiscal year of 1855-56, which will account for the blank spaces in the columns. The respective headings in the old and new forms differ, but the Totals show the Expenditures in each department.

RECEIPTS FOR THE YEAR ENDING 30TH SEPTEMBER, 1860.

DATE.	PASSENGERS.			Amount from Through Passengers.	Amount from Way Passengers.	FREIGHT.	MAIL.	Miscellaneous.	TOTAL.
	THROUGH.		WAY.						
	NORTH.	SOUTH.							
1859									
October,	510	1,971	6,496	13,193 28	9,761 19	18,155 70	.....	950 54	42,060 71
November,	498 3	1,068	5,974	11,430 36	8,959 13	17,748 62	.....	46 10	38,184 21
December,	1,420 3	1,105 3	8,727	13,653 14	13,775 82	15,113 14	12,150 00	557 40	55,249 50
1860									
January,	694 3	2,026	8,117	14,344 80	13,631 09	13,739 98	.....	72 92	41,788 79
February,	1,548	1,243 3	6,318	14,391 71	9,227 12	17,733 29	.....	106 65	41,458 77
March,	623 3	1,274 3	6,571	9,747 69	9,984 17	23,169 19	12,150 00	22 30	55,073 35
April,	1,223 3	1,106 3	5,245	12,293 67	7,690 93	16,171 57	.....	73 20	36,229 37
May,	1,193 3	738 3	6,469	10,180 31	8,772 67	13,210 05	.....	809 29	32,972 32
June,	797	531	6,310	6,933 27	8,433 51	11,630 21	12,150 00	204 94	39,351 93
July,	1,065	447	6,813	7,742 63	8,875 69	10,847 80	.....	.181 65	27,647 77
August,	969 3	876 3	7,379	9,377 03	9,760 36	11,149 78	.....	46 90	30,334 07
September,	492 3	1,571 3	6,632	10,608 47	9,476 04	16,535 11	12,150 00	11,089 16	59,858 78
	11,036	14,559 3	81,051	\$133,896 36	\$118,347 72	\$185,204 44	\$48,600 00	\$14,161 05	500,209 57

REPORT OF THE AUDITING COMMITTEE.

To the Stockholders of the W. & W. R. R. Co.,

GENTLEMEN:—We have made a thorough examination of the Treasurer's books, stock Ledger, and transportation accounts of your Company for the past year, and take pleasure in reporting that we found all the entries correct, and accompanied by properly authenticated vouchers.

The following statements will show the result of the Company's business for the past year, as also its present condition :

RECEIPTS.

Amount received from through travel,.....	\$133,896 36
“ “ “ way “	118,347 72
“ “ “ freight,.....	185,204 44
“ “ “ transportation of mails, rents, &c.,.....	62,761 05
	<u>\$500,209 57</u>

EXPENDITURES.

Cost of Transportation, including Repairs of Locomotives, Coaches and Cars, Depot Expenses, and loss and damages, \$202,206 73	
Railroad repairs, including subsistence and clothing, pay of officers, and office expenses,.....	123,131 83
Interest and Exchange,.....	54,794 97—\$380,133 53
Nett profits of past year.....	<u>\$120,076 04</u>

LIABILITIES OF THE COMPANY ON THE 1ST OCTOBER, 1860.

Mortgage Bonds, payable in England,.....	\$443,555 56
Sterling Bonds, issued in 1858,.....	144,000 00
6 per cent. Bonds, endorsed by the State of North Carolina,.....	150,000 00
Bills payable,.....	62,135 62
Balance due on Pay Rolls,.....	7,764 93
“ “ “ Dividends, Nos. 1 to 17. inclusive,.....	7,146 50
“ “ “ Negro Bonds, 1844 to 1860 “	34,806 48
“ “ “ Sundry individuals,.....	12,554 01
	<u>\$861,963 00</u>

CONDITION OF THE COMPANY ON THE 1ST OCTOBER, 1860.

Capital Stock paid in,.....	\$1,340,213 21
Amount paid in on account Capital Stock of Tarboro' Branch,	59,646 70
Liabilities of the Company, as shown above,.....	861,963 00
Balance of profits to date, after paying interest on indebtedness,.....	896,930 25
	<u>\$3,158,753 16</u>

Cost of Construction, re-construction and Real Estate,....	\$2,855,473 41
Cost of 12 negro slaves,.....	13,750 00
29 shares of Company's stock purchased, and balance due on forfeited stock,.....	3,850 00
Wilmington and Manchester Rail Road Stock,.....	100,000 00
Washington and New Orleans Telegraph stock,.....	3,150 00
Bonds of State of North Carolina, (par value \$16,000)....	15,867 05
Bills Receivable,.....	4,657 35
Amount due from Post Office Department for mail service	12,150 00
Amount due from Agents,.....	15,522 07
“ “ “ Companies and Individuals,.....	14,609 58
Counterfeit and uncurrent money,.....	1,120 54
Cash in London to pay interest,.....	13,303 23
Cash in Raleigh to pay interest,.....	75 00
Cash in hands of Treasurer,.....	21,478 85
Amount paid on subscription to Ocean & Cape Fear Steam Navigation Co.,.....	12,000 00
Amount paid on account Construction of Tarboro' branch Rail Road,.....	71,656 08—\$3,158,753 16
All of which is very respectfully submitted.	

P. MURPHY, }
D. MACRAE, } Auditing Committee.
R. H. COWAN. }

WILMINGTON, N. C., 2nd Nov., 1860.





UNIVERSITY OF N.C. AT CHAPEL HILL



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